

CYCLE NEWS[®]

WEST

Volume XVII : Number 46 : November 26, 1980

85¢

ARE YOU REALLY A RACER?

...OR DO YOU ONLY THINK SO?
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AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



MIC dealer clinic exciting, profit-generating

By Charles Morey
ANAHEIM, CA, NOV. 16

The Motorcycle Industry Council Aftermarket Committee debuted an exciting concept, their first Motorcycle Dealer Technical and Sales Clinic, in a one-day program held at the Disneyland Hotel. For a \$15 fee, dealer employees received advice from manufacturer representatives on the technical aspects and how-to-sell methods of the individual types of products.

Featured at the clinic were presentations by the industry experts on helmets, apparel, exhaust systems/mufflers, suspension and tires/wheels. Two to five-man panels from the various manufacturers filled a 9:30 a.m. to 5:30 p.m. day with a wealth of information. Following the formal (and sometimes comically informal) presentations the dealers joined the guest speakers for an informal cocktail hour where they could ask specific questions of the manufacturer reps. (During their formal presentations, the reps had purposely avoided comments on their specific brands to keep the information refreshingly non-commercial.)

MIC is to be congratulated for introducing what appears to be a valuable addition to motorcycle dealers' employee training programs!

Remember the ATK (anti-tension chaindrive) device pictured in the Motorcycle Dealernews Las Vegas Expo coverage? S&W Engineered Products showed the ATK, but since then they've decided not to market it. S&W felt the ATK should be sold for under \$100, but due to costs of importing, stocking and marketing through distributor-dealer-consumer, the \$100 target became impossible. Don't give up hope, however. Horst Leitner, inventor of the ATK, will market the device himself. S&W's association with Mr. Leitner will be that of an OEM account only.

Here's a one-time opportunity: Who do you feel should be voted 1980 Cycle News/West Rider of the Year? Your chance to express that opinion is on p. 15, and it's your **only** chance. The ballot will **not** be printed again, and photocopies of the printed blank will not be accepted.

Here's another one-time opportunity: Edwards Air Force Base has an excellent MX track that hasn't seen use for about three years. The base commander, however, has given CRC permission to run a one-time event

there on Nov. 23. If that race goes well, perhaps there'll be more. Contact CRC at 213/830-7519 for more info.

A sidebar to an auto insurance article in the Nov. 10 issue of *Forbes* magazine entitled **A different policy**, has interesting news for motorcyclists over age 25. Progressive Corporation, a Cleveland-based firm which is reporting 22.2% growth annually while the industry averages only 11% is the first insurance company to recognize that over-25 age group motorcyclists have fewer accidents than the younger riders. Progressive has lowered their rates and increased rates for the under-25 group.

For those involved in the *Cycle News* Barstow to Vegas Motorcycle Road Ride and Poker Run, here are the mileages involved. By L-82 'Vette speedometer, it's about 20 miles from Barstow on I-15 to the Harvard Rd. off-ramp, and another four miles on the frontage road to the Alvord Rd. start area. From there, it's approximately 40 miles to the first check at Baker, CA. In about another 65 miles you'll find Jean, NV, home of Pop's Oasis and the second check. The finish area, the Union 76 Truck Stop on the Blue Diamond off-ramp, is about 20 miles down the road from Jean.

The Pop's Oasis check point will be inside the Casino, where riders will help themselves to free coffee and donuts, free casino funbooks full of gaming bonuses, and a 99¢ chicken buffet. Pop's Oasis is located in the downtown section of scenic, historic Jean, NV.

The management of the Union 76 Truck Stop, the B-to-V finish area, requests everyone to be behaved and courteous. Last year they had trouble with us "bikers" — loud, rowdy, dirtying up restrooms, etc. They believed us when we told them we would be "motorcycle gentlepeople." So please, watch your manners.

Wes Cooley, Sr. phoned Papa after reading Gary Mathers' reaction to the upholding of Wes Cooley, Jr.'s appeal on the Superbike affair. Specifically, the elder Cooley objected to Mathers' statement, "Wes Cooley did not protest our motorcycle." "Wes was unable to protest their motorcycle because they (Kawasaki) waited until 29 minutes after the results were posted to enter their protest. Wes tried to enter a protest, but it was after the 30-minute protest period and was not allowed. He knew Lawson was on another motorcycle (other than the one he qualified on), but had decided not to make an issue of it," said Wes, Sr.

Richard Wascher called from the sunny climates of the Pacific Northwest to say that in The Superbikers race Mickey Fay was riding a Wasco Frames/Roger Stanley-backed Honda thumper.

An error in the preliminary press room results of the SCORE/Negra Medelo Baja 1000km led us to credit the Jeff Preach/Bill Conroy team with seventh in Class 22. When their time was corrected, the Baja Performance-sponsored duo were listed as sixth in class.

The Nov. 16 American Federation of Motorcyclists' road race at Riverside Raceway was cancelled due to high winds and blowing sand on the track. To our knowledge, there has been no rescheduling of the race, so it appears

that the 1980 AFM point season is at an end.

According to panelists at MIC's Motorcycle Dealer Technical and Sales Clinic, 75% of the apparel that riders wear is sold by department stores, not motorcycle shops. Another interesting fact mentioned was that non-motorcycling clientele are entering the better stocked (with clothing) shops to purchase such "in" fashion wear as leather garments, notably the flight jackets. Sounds like clothing sales may become one of the better deals for bike stores. Helmets, according to another panel group, are the number one aftermarket item now.

According to an MIC staff member, their Aftermarket Committee meets on Thursday, Nov. 20. Certainly the idea of holding more clinics will be discussed. With 300 attendees at the first one — many of them very impressed with the concept — Papa's betting that they come up with at least a couple more, probably during 1981.

Gary Harlow of DG Performance is opening a new retail operation Nov. 21 in Brea Mall called Grand Prix Motor Boutique. On sale will be high ticket auto apparel, gifts and accessories. They'll feature items from Style Auto, Leatherworks, Tahoe Togs and DG Apparel. A Formula Ford will be on display at the opening, and some performance vehicles will be on display at all times.

Somebody in Yamaha's Marketing Department heard about the *Cycle News* B to V road ride and decided to hop on the bandwagon. First they issued a memo inviting all Yamaha employees to attend, then they phoned us and offered 50 Yamaha Cable Lubers as prizes for places 16-65 in the poker run. Thanks, team!

Don McGee, who many of us know from Scott USA, Race Reps or Pro-Tec, has joined Russ Collins' R.C. Engineering as a marketing director on a consulting basis. That news came from Joe Parkhurst's Motorcycle Business Newsletter.

"My political career is far from over," responded Assemblyman Bob Hayes to a *Cycle News* question about his future plans. Right now Hayes is in Sacramento, working with the State Lands Commission, the Attorney General and the Lieutenant Governor to keep the BLM from implementing the California Desert Plan expected to be signed by outgoing Secretary of Interior Cecil Andrus in December. After Hayes leaves office Dec. 1, options he is considering include running for Los Angeles County Supervisor in the First District, running for State Senate in his San Fernando Valley area, should there be a special election required if Alan Robbins is convicted of pending charges and forced to resign. Also, President-elect Ronald Reagan's staff has asked for Hayes' resume, and it is making the rounds in Washington.

Hayes is filing an action with the Fair Political Practices Commission against opponent Richard Katz, charging Katz with using illegal mailings to win the election. Hayes was unable to counter those due to a breakdown in the computer of his mailing service and insufficient ORVs showed to do the job by hand. Hayes also said that environmentalists, "through the Berman machine, spent a quarter of a million dollars to get me out."

Do you go riding in the Ten Mile Dunes and Inglenook Fen area north of Fort Bragg? When the 10-member Ukiah District Advisory Council held their first meeting on Nov. 6-7, Barbara Furey, a spokesperson for the Friends of Ten Mile Dunes, told the council that her group objects to ORV use in that 120 acres of Federal Land that's being transferred to the California Department of Parks and Recreation. Irv Brown, Administrative Assistant of Mendocino County who represents ORV recreation use on the council, insisted that petitions for ORV use be entered in the record along with the oral and written statements from the Friends of the Dunes. Obviously, Mr. Brown needs our support. Please send letters, petitions, etc. to his attention, c/o Ukiah District Advisory Council, P.O. Box 940, Ukiah, CA 95482. That's a BLM office; should be interesting to see if he receives them...

Widowmaker II...oh my, does that sound awesome! Gary Lamb sent down a challenge from Indian Dunes: "The hill is freshly bulldozed, steeper than ever, and just waiting for all comers. (I'm betting on the hill!)," says Lamb.

Gustav Rooth will be leaving Husqvarna to work on other assignments for Electrolux, Husky's parent company. Nils-Arne Nilsson will act as General Manager.

In a Nov. 15 '81 model presentation, Vetter Corporation introduced a new Windjammer V Fairing and a striking new wedge-shaped sidecar called the Terraplane. Visit your dealer for a peek, either at Vetter's brochure or the real thing. Pretty trick stuff.

Shorty Calhoun passed away on Saturday, Nov. 8, after a stroke. The grandfather of Bob Cunningham, winner of the fall San Jose Mile Junior Invitational, was a many year racer from the '30s and great fan of the sport. Godspeed, Shorty.

Supermouth's Baja 1000

Wheelie King Doug Domokos and I rode street bikes down to Ensenada to cover this year's Baja 1000 for KEZY and KSON. Beautiful ride down the coast on the non-toll "libre" road. Highly recommended...

We ran into Malcolm Smith at the drivers' meeting on Thursday night. He pointed across the room at a blond-haired giant. "You gotta interview him, Larry, his name's Heribert Schek and he's the German National Enduro Champion. I raced against him in more ISDTs than I can count!" Schek, 47 and about 6'4", told me he'd competed in every ISDT for the past 25 years. But the motorcycle he'd chosen for his first Baja 1000 drew the attention on the starting line the next morning: a 1017cc BMW enduro bike, geared for over 100 mph and tipping the scales at over 350 pounds. Schek did finish the race but got lost back in Ensenada and lost an hour searching for the finish line.

Domokos and I shared a victory beer with Roeseler and Fishback in the loud Bahia Hotel lounge Friday night after their respective victories in the Open and 250cc classes. Jim told us that a bunch of Mexican spectators had built a 1½ foot wall "somewhere on the back part of the course" and were all

standing around it watching when he hit it at over 80 mph...said they got quite a kick out of him trying to save it. Roeseler added, "But the damndest thing about this race, is when you're going like hell out in the boondocks in the middle of the night and you come sliding around a corner and suddenly the whole night lights up from flash cameras from spectators!" Almost put him on his head a couple of times.

It was interesting to watch the mutual interest between the desert riders and Domokos. Fishback and Roeseler had, of course, seen the Wheelie King perform at the Coliseum, and Doug was familiar with both their exploits... "How the hell can you keep that thing up around that track?" was their question. And Domokos couldn't figure how they could cover 660 miles in 13 hours without falling down themselves — a mutual admiration society, as the song went.

Hard luck story of this year's 1000 had to be that of Frenchman Patrick Drobecq who rode his first Baja race. He was pre-running earlier in the week when he overshot a turn and hit a barbed-wire fence that was exactly neck-high. Carved a neat slit across his throat that took 17 stitches to close in a one-bed hospital in San Felipe. He still rode and finished the race, saying "this is a very dangerous course but I would do it again. This is the *ultimate* race."

Byron "Flash" Farnsworth, starting in the Over 38 class got just outside Ensenada before his bike seized. Fortunately, there were two comely lasses from California who had started drinking margaritas early in the day watching the race nearby so Byron talked them into allowing him to hold onto their car while they towed him back to town. He told me, again over a beer that night, that, had he not seized, "I was a *sure thing* to win my class."

When things quieted down after the start early Friday morning, Domokos ran into Dunlop Tire's Rick Bogden, and they decided to ride out of town on their street bikes and look around. They found a secluded resort 15 miles out of Ensenada and parked their bikes. The owner came out and showed them around the grounds, then proceeded to buy them margaritas in his bar. By the time Bogden and W.K. got back on their motorcycles, they were feeling no pain so decided to "get it on on the way back to town!" So Bogden on his RD350 and Domokos, mounted on his KZ1300, started flat tracking on the slick dirt roads leading into Ensenada. You guessed it, Bogden dropped the bike on a turn and Domokos had to lay it down to miss Rick. Domokos told me later, "I held that damn 1300 up and slid along underneath it until I came to a stop. Didn't want to scratch it, hell, I can *grow more skin!*"

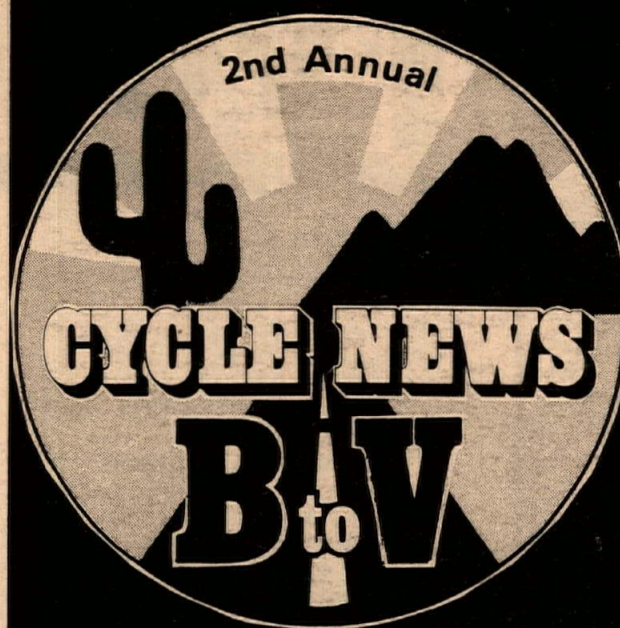
Secret stuff: Which well-known motorcyclist got the shock of his life at an Ensenada night club several nights before the race when he and two of his buddies (you'd recognize all the names) were enticed to get up on stage by a foxy stripper? Our boys, who had been putting away a few beers after several days of pre-running the course, began getting very familiar with the lady on the stage. One of them — who shall forever remain nameless — leaned over and planted a wet kiss on the back part of the girl's anatomy. Well, you can imagine the fireworks when the stripper turned out to be a *female impersonator!* Our hero is still red-faced and taking flak from his buddies... true story.

And those are a few of the stories from behind the scenes at the 1980 Baja 1000...

Larry "Supermouth" Huffman

BARSTOW TO VEGAS

Saturday, November 29th
OPEN TO ALL MOTORCYCLISTS



FREE
EVENT
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CYCLE NEWS

with cooperation from the SCMA chartered
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THE 2nd ANNUAL BARSTOW to VEGAS
Motorcycle Road Ride and Poker Run



• SUPER PRIZES •

1st \$100.00 CASH! 4th - 8th - Cycle News Jackets
2nd \$ 75.00 CASH! 9th - 12th - Cycle News Vests
3rd \$ 50.00 CASH! 13th - 15th - Cycle News T-Shirts

\$3.00 Donation per rider

Profits to go to the Phantom Duck of the Desert Legal Fund

Registration — Saturday, November 29, 1980 opens: 8 a.m.
closes: 11 a.m. Drawings at finish 3 p.m. sharp.

Poker Run Directions

Start and Registration — I-15 east to Harvard Road Exit (approx. 20 mi. east of Barstow), right turn. Turn left on Frontage Road (on south side of Freeway) approximately four miles turn left on Alvord Road then across Freeway to CYCLE NEWS' motorhome.

First check — Baker, California (approx. 40 miles from Alvord Rd.)
Check in by taking Baker Exit Road to Kelbaker Road (1st stop sign). Turn right, go past I-15 on ramp to CYCLE NEWS Check In.

Second Check — Jean, Nevada (approximately 65 miles from Baker).
Jean off ramp to Pop's Oasis and CYCLE NEWS Check In in the Casino.
Additional alternate check at Sloan, Nevada.

Finish — Las Vegas, Nevada (approx. 20 miles from Jean).
Blue Diamond off ramp left to Union 76 Truck Stop and CYCLE NEWS Poker Run Finish under the Union 76 sign.

For more information call the CYCLE NEWS office at
(213) 427-7433

CYCLE NEWS

WEST

America's weekly motorcycle newspaper

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(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for \$20 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90801. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801.

Subscription rates: One year, second class mail, \$20; two years, second class mail, \$35; three years, second class mail, \$53; 25 weeks, \$11.

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ON THE FRONT PAGE: If you can read this, you certainly know what was on the front page. Type tells all. Photo by ...oops, sorry, habit...

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VOICES

Dear Kawasaki...

With the Houston TT and short track races coming up in the near future, would you explain to all of us Kawasaki fans why you don't have someone like Eddie Lawson in there mixing it up with Yamaha, Honda and Harley?

After watching him compete in The Superbikers, it was plain to us that a 420 Kaw would be very competitive against any bike on that TT track. Eddie is one of the smartest riders since Kenny Roberts, and TT is one of his best events. Since Kawasaki has never won an AMA dirt track National, don't you feel it is about time to show everyone that Kawasaki is as competitive as Yamaha, Honda and Harley? Everyone knows your rider has the ability, now show us that Kawasaki has the ability to be a winner.

KATHY JENKINS
Rancho Cucamonga, CA

Yoshimura answers back

Regarding Kawasaki's Gary Mathers' statements in "The Latest Poop" of Nov. 19th, I must point out that he neglects to mention the fact that Wes Cooley was entitled to appeal Lawson's protest under Chapter XI, Section C of the 1980 AMA rulebook. Cooley exercised this right and the Commissioner of Racing decided in Wes' favor by reversing the decision of the Oct. 5 Daytona Superbike final.

This happened because of the fact that Eddie Lawson was definitely mounted in the final race on a different bike than which he qualified.

Wes presented Mike DiPrete with enough evidence; signed statements, eye witnesses and photographs of the Kawasaki switch at Daytona to convince the AMA that Kawasaki had, in fact, committed a serious breach of the rules. The AMA certainly cannot disregard such total disrespect for the sport as Kawasaki showed by switching the machines.

Quoting from the telex Wes Cooley received from Mike DiPrete regarding his appeal to Lawson's protest, "The decision is that the protest was not filed by an eligible rider. Information available to the Commissioner indicates that Eddie Lawson did not ride in the

final the same motorcycle upon which he qualified. The result of this offense is at a minimum disqualification from the meet. Therefore, Eddie Lawson is deemed not to have competed and was not eligible to file a protest. The subject matter of the protest is now moot. The decision on the appeal means that Wes Cooley was the winner of the Superbike final."

Now Eddie Lawson is appealing this decision. He almost has to after Kawasaki released their magnifying-glass-sized-asterisked advertisements announcing Lawson the *unofficial* Superbike Champ. This put pressure on Lawson, similar to the pressure he was under at Daytona when the Team Kawasaki mechanics couldn't keep his bike running long enough (or far enough) for him to at least place seventh in the event — which is all he had to do to win the Championship! Someone wasn't doing a good enough job.

As for Mathers still demanding that the Yoshimura frame is illegal: We presented Mike DiPrete with information regarding the sub-frame modification which we feel proves the point that Wes' bike was legal. The frame rule states that no modification can be made to the main frame structure, and there was none. Our welding "gusseting" was done to the sub-frame for rear forward shock mounts, the sub-frame by definition. A definition which was agreed upon by statements we received from other professional tuners and engineers in the country.

It seems Kawasaki is sour grapes because they lost. So sorry.

CAROL YOSHIMURA
Yoshimura R&D
North Hollywood, CA

Mr. Dirt says goodbye

Unfortunately, there comes a time when one must face important decisions about the future since reality does not permit us to dwell in the past. Circumstances both within and beyond my control have contributed to the voluntary termination of my professional racing career. It is not without many regrets that I retire, for racing has enriched my life in many ways. I have met many fine people and

experienced a lifestyle that may go unequaled as long as I shall live.

Although individual effort plays such an important role in racing, a multitude of people and industry related businesses have lent their support to me. Although they are too numerous to mention individually, I wish to take this opportunity to extend my wholehearted thanks to them, including, of course, all of the loyal racing fans whose support has meant so much to me over the years.

By the same token, I must single out the one individual who has contributed the most to my success. As a coach and confidence builder, there is no one any finer than Bart Markel. His invaluable racing experience combined with a fierce determination to win proved to be the turning point in my career. To you, Bart, I say thank you very, very much.

What the future has in store for me is still a question mark, but hopefully it will be as interesting and exciting as the past seven years.

Again, thanks to all concerned and good luck to everyone.

CORKY KEENER
Golden, CO

And thus the motorcycle racing fraternity has lost a man with true class. Anybody out there in the motorcycle industry who would like to add some class to their business could do so by hiring Clifford Keener. People like Corky don't come walking into our lives every day. He can be reached by calling 303/278-2939...Editor.

San Diego letdown

We read your paper weekly, and have always found it informative. We were especially excited to read the coverage on the Amateur Supercross at San Diego Stadium because we had worked very hard toward participating in this race.

We traveled from San Jose and spent weeks preparing for the race, which did pay off as my son placed first in the 250cc Intermediate class.

However, we were very disappointed with your coverage. Many of us who sent our boys down felt more should have been covered. The article was a real letdown.

Don't sell us short; you've always done such a good job. Give us another write up and a few more pictures. I look forward to seeing another article on the Amateur Supercross.

DONNA M. GARDNER
San Jose, CA

San Diego disappointment

I think your coverage of the San Diego Amateur Supercross stunk, to say the very least. We worked all year preparing our bikes and bodies for this race, it cost us a small fortune, and the only reward we get is our names in the race results. That stinks.

Please re-do your write up on it. I am an avid subscriber to *Cycle News* and am aware that you were given some 60 pictures, and stories on most of the races. Please back us up; my sponsorship is based on my performance and a big write up on a race like this would sure help out!

BOBBY VOOHEES
125cc Novice Stadium Champ
San Diego, CA

We have received seven complaint letters from the over 800 participants at the CRC San Diego Amateur Supercross event. Sorry, team. We'll try to do better next time...Editor.

CRC rule book not ignored

I wish to correct any misunderstanding that may have been conveyed in Brett Tilley's letter published in your Nov. 12, 1980 issue.

Mr. Tilley's letter discussed a protest which he filled with CRC concerning the Iron Horse Enduro on Oct. 12, 1980. It also expressed his disappointment in the outcome of that protest. He claimed in effect that CRC did not give due consideration to the protest and that CRC ignored its own rule book in rendering a decision. These claims are not true.

The protest concerned a rider leaving the course to make repairs in the pits and then returning to the course to continue the event. It was further complicated because a buddy-up rider was transferred to another bike for part of the ride while the repairs were made.

Unfortunately this specific situation is not covered in the CRC rules. In fact, it's also not covered in Dist. 37 rules, AMA rules or any other of the many rule books to which we referred for guidance. Therefore, it was necessary to make a ruling based upon interpretation of the rules, past practices and consultation with other organizations.

The protest referred to CRC Rule V-A-3 "No rider may knowingly or unknowingly cut the course. All riders must stay within 50' of either side of course to avoid disqualification." It claimed that by going more than 50' from the course the rider should be disqualified. However, this rule covers cutting the course, not leaving the course to return to it. The 50' rule was needed to clarify cutting the course (shortening the course to avoid obstacle). It was never intended to apply to all circumstances. For example, riders who miss course markings normally leave the course by more than 50' before returning to it, and this has never caused disqualification.

Mr. Tilley also stated that several witnesses were not contacted to verify the incident. In this case, facts of the protest were not contested and therefore witnesses were not necessary in order to determine if the incident actually occurred.

A review of past practices including other organizations such as AMA indicated that returning to the pits for repairs is generally accepted. It is usually a penalty to the rider due to the time lost and it does not violate the usual rule against organized road support. Further consultation with other organizations indicated that leaving the course and returning to it should not be grounds for disqualification.

A buddy-up entry was interpreted to involve a team effort including; one driver, one buddy and one motorcycle. The incident appears to violate this interpretation.

The protest was resolved as follows: The rider's individual entry was not disqualified; the buddy-up entry was disqualified.

CRC is deeply concerned with the quality and fairness of its events. Careful consideration is given to all protests.

JERRY McNEAL
President, CRC
Riverside, CA

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The DUNLOP CIRCLE OF WINNERS

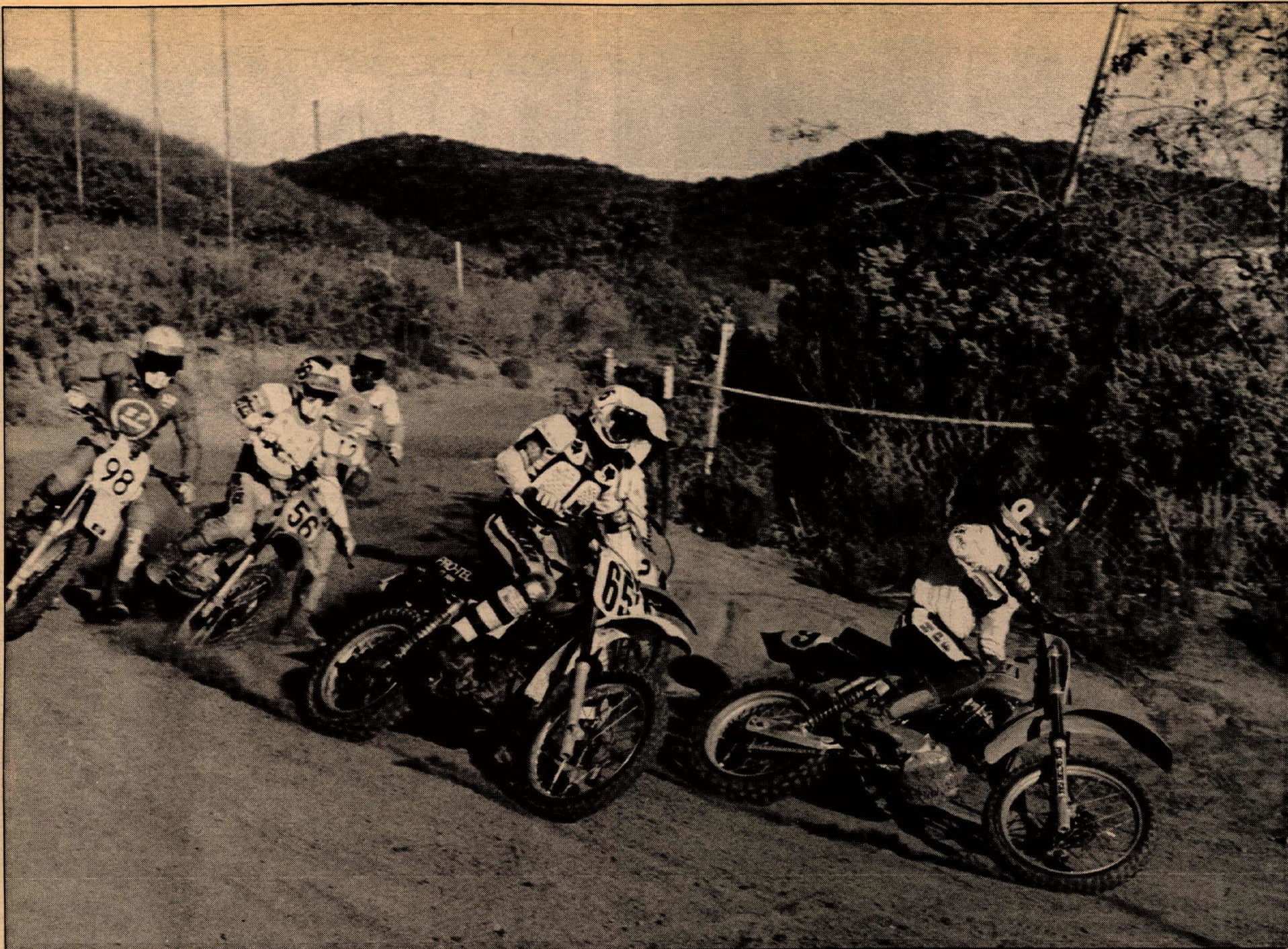
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McArthur, OH

Overall Winner

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DUNLOP
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Ron Turner leads overall winner Rex Staten (65), David Gerig (2), Jeff Jennings (56) and Bill Grossi (98) at the start of the first Open Pro moto.

Sixth Annual Four-Stroke Nationals

Bad breaks for Jennings and Turner leave Staten in the winner's circle

By Jim Gianatsis

CARLSBAD, CA, NOV. 16

Grey smoke from raging brush fires to the east blackened the skies over Carlsbad Raceway, setting an ominous and eerie palor to the thundering of four-strokes during the early Sunday

morning practice session. Within an hour, though, the falling ash and smoke had cleared, but the real battle was only about to flare up again. It was the Sixth Annual Four-Stroke Nationals sponsored by Moto-X Fox and Horsepower Factory. Plastic, leather and nylon clad certified crazies straddled earth-wrenching two-wheeled bulldozers and did the best they could to shake anything west of the San Andreas fault into the Pacific Ocean.

In the Open Pro class of the CMC-sanctioned National Championship, it was Team Yamaha rider "Rocket" Rex Staten who proved to be the sole survivor of the two-moto main event of the afternoon, thumping off with a major share of the \$1200 purse on his Pro-Tec factory 600 Yamaha while *Motocross Action* test rider Lance "The Trance" Moorewood proved not to be speechless over his win in the 500cc Pro class on a White Brothers-sponsored KLX250 Kawasaki.

The main confrontation of the day was certainly in the Open Pro class where all the nationally-ranked professional riders were thrown together, despite the displacement size of their bikes, in hopes that expertly guided tons of hot iron careening the Carlsbad Freeway would provide the big show. No fence choking four-stroke fans were left disappointed. The top stars included: of course, Yamaha's Rex Staten on the Pro-Tec bike; factory Suzuki test rider "Radical" Ron Turner on a Horsepower Factory machine fitted with an "off brand"

Honda XR500 motor; Honda Team rider Donnie Hansen with a C&J-framed XR500 built by the Honda enduro team; newly-signed Honda factory rider Johnny O'Mara on a Mugen modified XR500 Honda with C&J frame; Moto-X Fox rider Jeff Jennings and David Gerig teamed together on Kelvin Franks-built XR500 Hondas as well; and Billy "Bear" Grossi on a Bruce Porter built and sponsored 600cc Pro Tec Yamaha. Four-strokes may have a reputation for reliability, but that reputation was literally destroyed today along with most of the bikes as those who proved to be the fastest riders also got to do a lot of walking and pushing. By the time the smoke had cleared it was Staten... certainly steady, but not as fast as last year when he battled with eventual champion Pierre Karsmakers for the win before blowing up... left sitting this time with the first place trophy.

The first moto Open Pro excavation of turn one at Carlsbad saw Ron Turner churning away from his holeshot to claim the lead over Gerig, Hansen, Staten and Jennings. The first casualty was Johnny O'Mara who pulled into the pits at the end of the first lap, telling Mugen team manager Al Baker that the big Honda had suddenly lost most of its power, probably caused by havoc in the valve train.

Meanwhile, Turner may have held the lead but it was Jennings who was about to steal the show, dicing past Staten to draw sights on the leaders. On the second lap, Gerig blew past Turner to claim the lead on his home turf. Turner stayed with Gerig for another lap in hopes of retaking the lead



(Clockwise from left) Jeff Jennings, shown here relaxing in the pits with **MXA** editor Dennis "Ketchup" Cox, was the fastest in the Open Pro class, but thrown chains cost him the win. Ron Turner won a moto, but suffered from chain troubles in the other. Lance Moorewood won the 500cc Pro class.



again, but then Turner's Horsepower bike spit its drive chain and Turner was left rethreading sprockets from last place.

Even with Turner out of the way, Gerig had no chance to breathe as Hansen and Jennings quickly closed in from behind, then on the fourth lap Hansen and Jennings left Gerig seeing double as they both blew past at once.

Hansen now held the lead over Jennings and Gerig, but Jennings was pushing hard. "The bike was running really good," Jennings related afterwards, "I was having just a little trouble passing Donnie. He was holding his line pretty good. I thought I'd have to wait more towards the middle of the moto before I got him... then I found my opening on the downhill."

Jeff Jennings was obviously the master of the Carlsbad downhills as he leaped some 10 feet further off the jump at the top of the hill and used his momentum to pass where others were backing off the throttle.

Within a couple of laps, Jennings had no fear whatsoever for his steadily increasing lead. Hansen pulled out of second place and into the pits for the remainder of the afternoon after breaking his second front wheel since practice that morning. Third-place Gerig was left on the side of the track with a fouled plug. Staten had been running a good distance back behind the leaders, but now found himself claiming second place behind Jennings. Grossi collected a cautious third place on the Porter 600 Yamaha he was riding due to badly flexing front forks.

Everyone's bike seemed to require some kind of rebuilding between

motos. Kelvin Franks took a broken rear hub off of Jennings' first moto-winning Honda, trading it with teammate Gerig's good rear hub since the team had brought no spares. Billy Grossi had Bruce Porter install a set of Fox Factory Forx on his Pro-Tec Yamaha to try and solve the front-end handling problems he was having. "I can still win this one," vowed the Bear.

David Gerig was hoping for a different outcome as he put the back-up Franks Honda into the lead of the second 12-lap moto. Jennings quickly displaced Grossi and Turner to join his teammate at the front, with Staten once again a distant fifth. Jennings wasn't waiting behind Gerig for long and on the third lap made the move around Gerig that gave Jennings the lead for the second time of the day. From that point on, he began putting distance on the rest of the riders towards the overall win.

But then, suddenly, Jennings coasted to the side of the track with a thrown chain. "The rear backing plate had seized the first moto. We had to leave the backing plate loose for the second moto and it was causing the bike to throw the chain," said the disappointed Jennings. This was the third straight year that Jennings had won a moto and then suffered a breakdown.

Just as Jennings dropped out at the sixth lap moto midpoint, Billy Grossi pushed his way past Gerig and found himself in the lead. That would be more than enough to give Grossi the overall win if he could hold himself there. Turner moved his Horsepower Factory Honda up to challenge the two

front runners and make the lead another exciting three-way battle. Jennings, meanwhile, rejoined the race in a distant fifth place behind Staten.

Grossi held his lead ahead of Gerig and Turner for two laps, then Grossi slid out, turning the lead over to Turner who had just passed Gerig. "My rear brake kept locking up," moaned the Bear.

Grossi was running sandwiched into second between Turner and Gerig and a quick tabulation of points showed that Turner, Grossi, Staten and Jennings were in a four-way tie for the overall win with their present running positions. Then with two laps to go, Jennings threw his chain a second time and was marooned on the side of the track again. Gerig tried to repass Grossi and Turner, but had the front end of his Kelvin Franks bike wash out and Gerig went down.

Turner held his Horsepower Factory Honda in the lead the remaining two laps to the finish line to claim the second moto win. With his rear brake still locking up, Grossi fell prey to Staten on the last lap. By passing Grossi to take the second position once again, Rex Staten (on the Pro-Tec 600 Yamaha) had pulled off the overall win for the CMC, Moto-X Fox and Horsepower Factory-sponsored Four-stroke National Championships. The race had gone to the tortoise who had paced himself at the back of the pack of quicker running hares.

In an effort to bring four-stroke racing into step with the 500cc International standard, a 500cc championship was instituted this year. The Open class is dominated by massive engines as large

as 600cc, and the 500cc class was a shocker.

Using a 250cc-based Kawasaki KLX, Lance Moorewood routed the pack, coming from behind in both motos on his White Brothers Cycle Specialties-sponsored giant killer. The 500cc championship was never in doubt. Whatever the former minicycle champion lost up the uphill, he gained back in the rough.

Ken Sisler, on a Pro-Tec-powered BP Racing Yamaha 500 was second, while Bill Keefe overcame crashes on his White Brothers/MXA Suzuki DR400 for third overall. Jim O'Neal (3-4) rode his Horsepower Factory Honda into fourth to complete a full house of Kawasaki, Yamaha, Suzuki and Honda in the top four places. ●

Results

OPEN PRO: 1. Rex Staten (Yam) 2-2; 2. Ron Turner (Hon) 5-1; 3. Bill Grossi (Yam) 3-3; 4. Jeff Jennings (Fra) 1-5; 5. Randy Losh (Hon) 4-6.

500 PRO: 1. Lance Moorewood (Kaw) 1-1; 2. Kenny Sisler (Yam) 2-2; 3. Bill Keefe (Suz) 4-3; 4. Jim O'Neal (Hon) 3-4; 5. Brad Williams (Hon) 5-5.

MINI JR: 1. Bernie Knaus (Hon).

MINI INT: 1. Kevin Hardahl (Hon); 2. Terry Woody (Hon).

MINI EX: 1. Rick Atkins (Hon); 2. Mike Pillar (Hon); 3. Steve Souisa (Hon).

150 JR: 1. Richard Williams (HMS); 2. Lee Fabry (Yam); 3. Donald Parker (Hon).

150 INT: 1. Greg Stevenson (Hon); 2. Lloyd Thomas (Yam).

360 JR: 1. Steve Bussell (Yam); 2. Mark Cagnon (TT); 3. Jim Crockett (Hon).

360 INT: 1. Ted Van-den Raadt (Hon); 2. Tom White (Kaw); 3. Scott Bergren (Hon).

OPEN JR: 1. Tim Daily (HPF); 2. Butch Baum (Hon); 3. J.T. Crawford (Yam).

OPEN INT: 1. Rusty Hannah (Suz); 2. Marco Proto, Jr. (Yam); 3. Steve Chandler (LCY).

OT JR 30-40: 1. Tim Daily (HPF); 2. Steve Bussell (Yam); 3. J.T. Crawford (Yam).

OT JR 40+: 1. Chuck Woody (Suz); 2. Jack McCafferty (Yam); 3. Arnie Ankinson (OT).

OT INT 30-40: 1. Dan White (Kaw); 2. Jon Wells (Yam); 3. Charles Smith (Yam).

OT MASTERS 30-40: 1. Bill McClinton (DMS); 2. Jim O'Neal (HPF); 3. Chuck Minert (BSA).



(Above) The three-loop course crossed itself at various points. (Below) Dust made it difficult for riders and film makers, who were filming Dick Burleson.



(Above) Trails running alongside fencing, or past various structures (below) were signs of staging a 125-mile enduro on a 12,000 acre ranch.



AMA National Championship Enduro Series: Final round

Cunningham rolls at R.W. Wheeler

By Don Rosene
Photos by Michelle Lewtellier

MOUNDS, OK, NOV. 9

An unseasonably hot Oklahoma day, deep powder dust, and an infinite number of rocks (big rocks) were the obstacles Terry Cunningham and his 420 Husqvarna Automatic had to

overcome to win his first-ever AMA National Enduro. Terry felt good check and a run well laid out evened up the bad conditions to make a challenging enduro. Both Terry and Rod Bush smashed Tulsa Enduro Riders Association's trailmaster Earl Schnell's prediction of 15 points would be the absolute best score. Cunningham's winning tally was 10.

Bush, riding a 125cc KTM dropped 14 points enroute to second overall and his second A class win in as many events. The consistent riding of Bush has now posted six class wins in the last seven National outings.

This last event on the 1980 National Enduro calendar saw some 436 riders leave the starting line at the R.W. Wheeler Ranch. The entire 125-mile course was run within the confines of this 12,000 plus acres of rugged terrain belonging to R.W. Wheeler, an avid motorcycle enthusiast. There were three sometimes overlapping loops all extending out from the start/finish area which also served as the gas stop area. A and B class riders rode all three loops while the 200 more fortunate C and women's classes rode the two-loop still fun-riding course.

The third loop was to be the true test for the trophy contenders. The few riders who started this loop with a still perfect score were to lose that status soon. Ted Worrell and John Martin, both with unblemished scores, had unfortunate encounters with some Wheeler rocks and broke a shift lever and a front axle. Rod Bush who had only dropped one point through the first two loops said, "I pushed it past the danger point on the final section. It was long and I was lucky. Cunningham just outrode me."

Dick Burleson, who was being chased around by a movie-shooting helicopter, ran out of gas on both the second and third loop and popped a rear tire as well. Said Dick, "You should have seen the chopper cleaning the leaves off the ground and churning up the dust. I've never seen anything like it." Burleson, in spite of his difficulties, still finished on top of the AA class and sixth overall.

Rusty Reynaud had another of his high quality rides to win the 250cc A

class and place third overall. This Springfield, Missouri Husky rider is getting closer to that National enduro win every time he rides. Joe Dixon brought his 250cc KTM from Abilene, Texas to place second in the 250cc A class and fifth overall. Dixon who has been runner-up in the Texas Enduro Series for the last three years had to say it was a real neat run.

The 200cc A class and fourth overall went to Jack Penton and his Kawasaki KDX 175. Jack felt the dust was his only problem.

Clar Bonifacious emerged as the 125cc A class winner on his Husky. Wayne Beindorf squeaked by Kevin Davis for the Open A class win. Wayne was also Husky-mounted.

Larry Bennett on a Can-Am will now see the competition get a lot tougher, because his High Point B award advanced him to the A class for all future AMA enduros.

The Tulsa Enduro Riders Association and R. W. Wheeler once again have to be commended for putting together one great weekend. This reporter would have to say the organization of the event was typical of the Tulsa area: excellent.

Good news for all the riders who thought the last section was too long — Earl Schnell said next year he'll shorten the rough part. I hope y'all will be back. I will.

Results

OVERALL: Terry Cunningham (Hus) 10.
HI-POINT A: Rod Bush (KTM) 14.
HI-POINT B: Larry Bennett (C-A) 37.
AA CLASS: 1. R. Burleson (Hus) 27; 2. J. Fero (Yam) 30; 3. J. Martin (C-A) 40.
A-125: 1. Clar Bonifacious (Hus) 64; 2. Jim Moon (Yam) 67.
A-200: 1. Jack Penton (Kaw) 17; 2. Chuck Cooper (Kaw) 33; 3. Mike Rosso (Suz) 34.
A-250: 1. Rusty Reynaud (Hus) 16; 2. Joe Dixon (KTM) 20; 3. Mike Stanfield (Hus) 32.
A-OPEN: 1. Wayne Beindorf (Hus) 32; 2. Kevin Davis (KTM) 33; 3. Robert Caplinger (Kaw) 35.
B-125: 1. Jim Stanfield (Hus) 64; 2. Yancy York (Yam) 64; 3. Norm Delamar (Hus) 64.
B-200: 1. Greg Johnson (Yam) 44; 2. Kenny Williams (Suz) 50; 3. Terry Brumley (Kaw) 63.
B-250: 1. Rick May (C-A) 37; 2. Roger Ralls (KTM) 46; 3. Bruce Raubon (Hus) 50.
B-OPEN: 1. Tom Haller (Mai) 47; 2. Cheesebrough (KTM) 54; 3. Robert Ripley (Yam) 55.
SENIOR: 1. Marion Ault (Hus) 63; 2. Mike Lewis (KTM) 65; 3. Dick France (Suz) 65.
WOMEN'S: 1. Jill Reynaud (Kaw); 2. Gaylene Menard (Kaw); 3. Julie Caplinger (Kaw).
13 & UNDER: 1. Brian Fulco (Hus); 2. Chris Caplinger (Kaw); 3. Steve Dalton (Suz).
TEAMS: 1. Freedom Husky — R. Reynaud, M. Stanfield, G. Reynaud; 2. Team Texas — W. West, J. Dixon, P. Davis.

IF YOU GOT BEATEN
BY A YZ LAST YEAR
HERE COMES MORE
BAD NEWS.



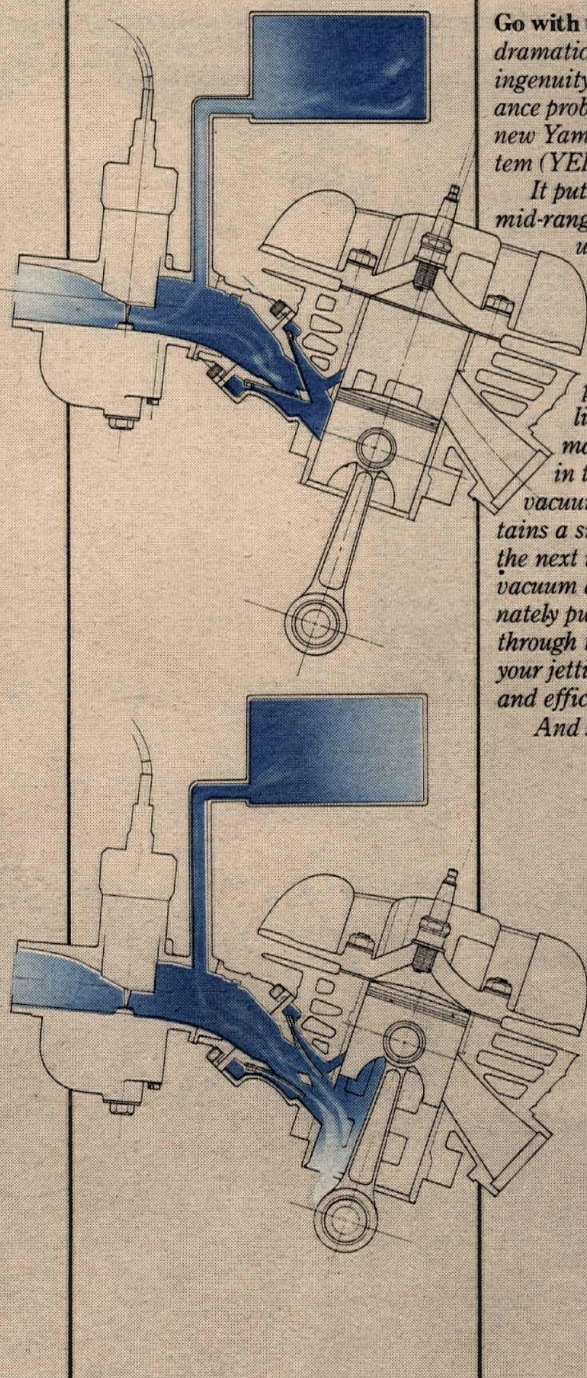
The bad news is, the 1981 YZ's are even more awesome than the ones you couldn't catch last year.

The good news is, you can buy one. And reverse the trend.

This year, we made every one of our big machines more powerful than ever before. Not just the wide-open, flat-out variety, but a steady stream of *useable* power through out the rpm range.

No simple task, especially when you consider that we had to literally re-engineer each engine according to its size and performance characteristics.

There was no one formula. But a unique combination of ingredients to make them go fast, fast, fast.

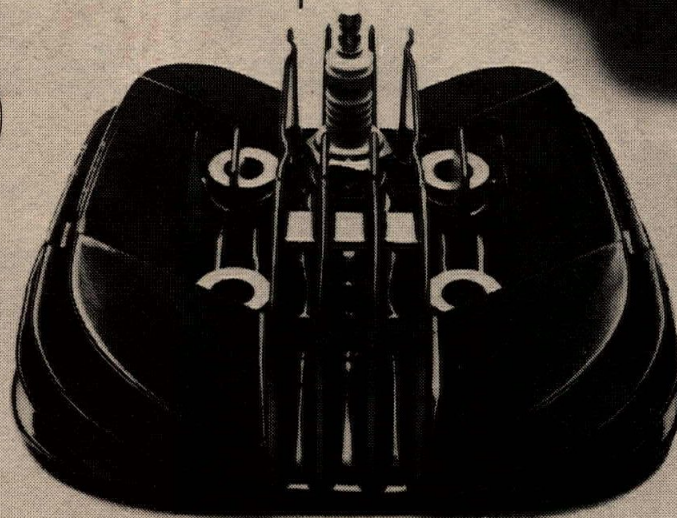


Go with the flow. Perhaps the most dramatic example of Yamaha ingenuity solving a specific performance problem is our revolutionary new Yamaha Energy Induction System (YEIS for short) on the YZ250.

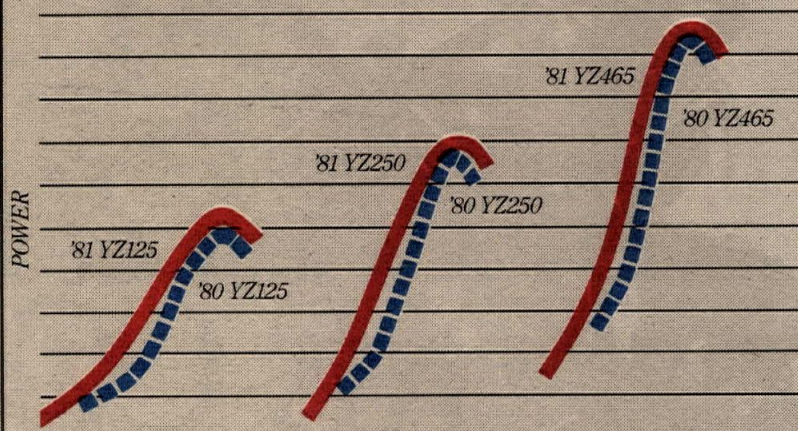
It puts an end to the low and mid-range power drop caused by the uneven, pulsing flow of the air/fuel mixture, and the resulting need to compromise carburetor jetting.

YEIS has no moving parts. Just a small chamber linked by a hose to the intake manifold. A vacuum created in the chamber by crankcase vacuum on the intake stroke maintains a smooth air/fuel flow until the next intake stroke. With engine vacuum and chamber vacuum alternately pulling this steady flow through the carburetor, you can set your jetting for maximum power and efficiency.

And set your sights on winning.



Graphic proof. The results of all our power-boosting engineering efforts are reflected in the horsepower curves on this graph — 1980 vs. 1981. Looks like 1981 is going to be a very good year.

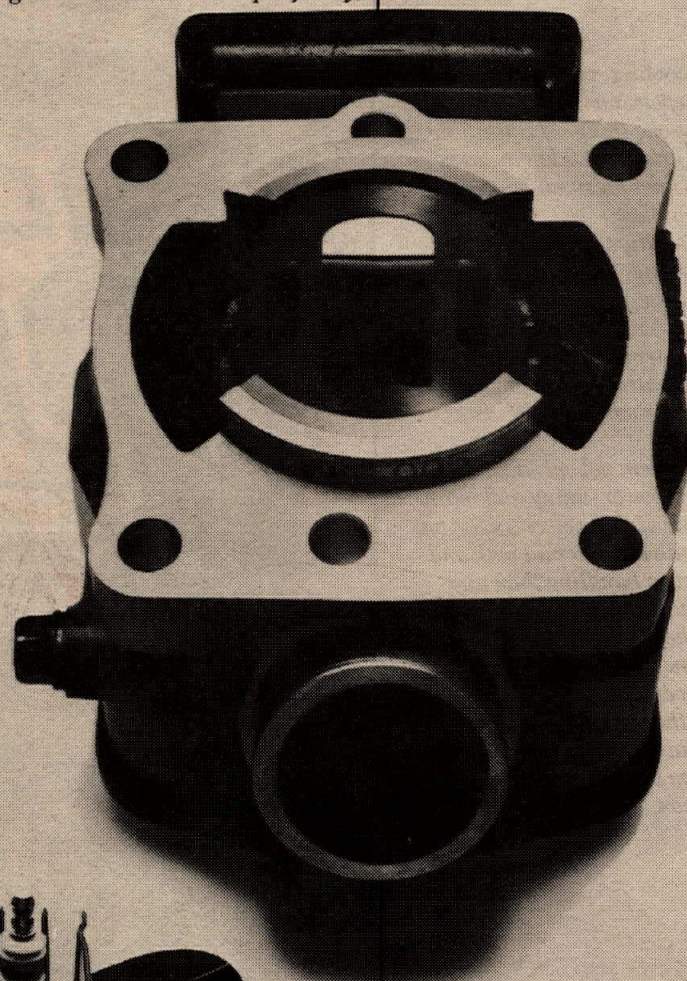


Good timing. A millimeter or two in port timing — both size and placement — can result in a real performance increase.

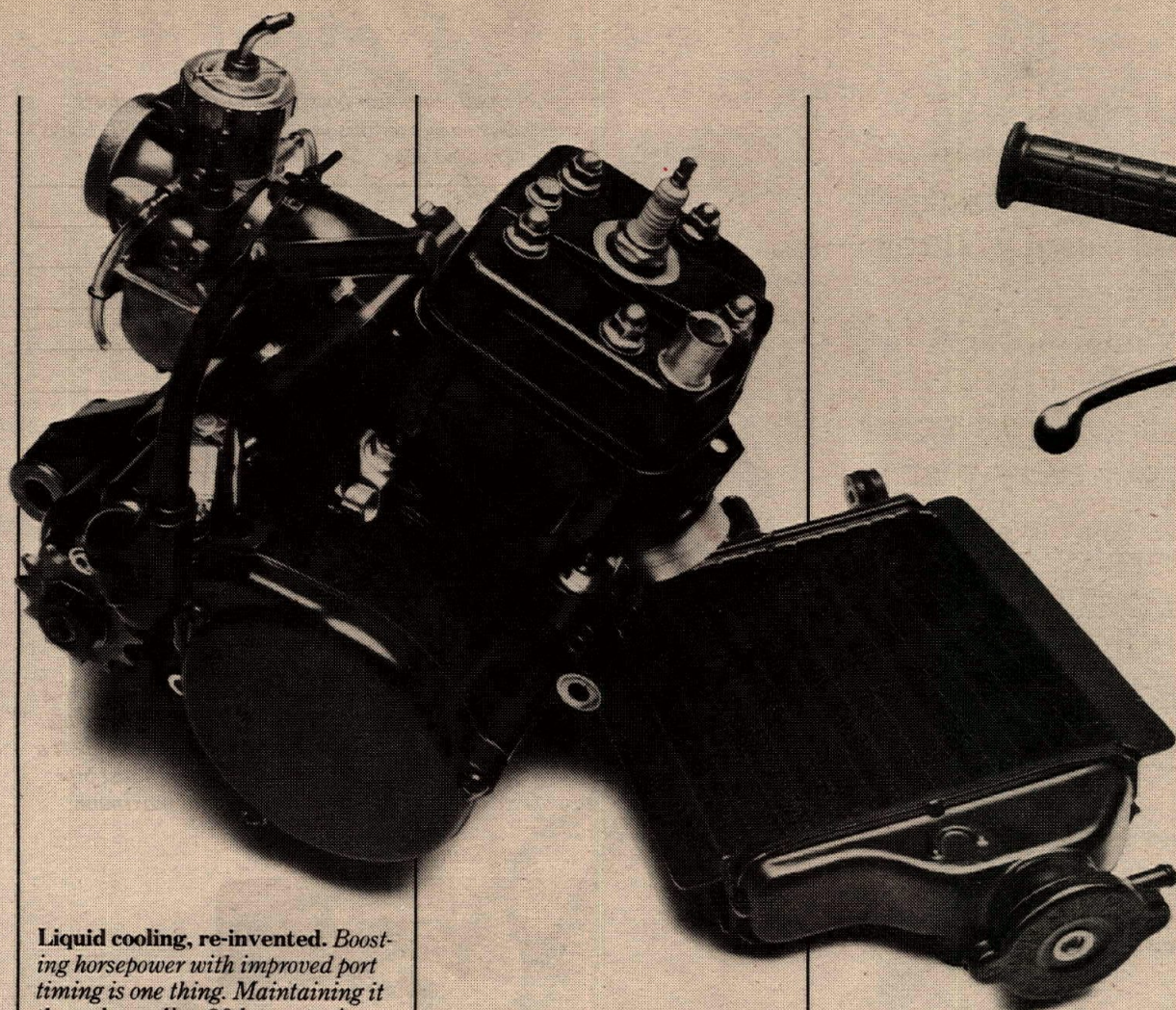
For 1981, we've significantly improved both the intake and exhaust port timing on each of our big YZ's. And on the 125 specifically,

the exhaust port has been moved from 30% off-center to the centerline position for a smoother exhaust flow.

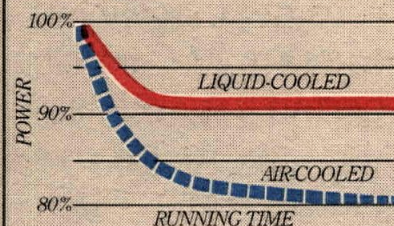
In addition, all three YZ's sport a completely redesigned exhaust pipe for increased flow and maximum efficiency.



Even our minis give you more. Enclosed in their newly-designed, lightweight chrome-moly frames, the YZ60 and 80 engines sport totally new cylinder designs with larger transfer ports, larger reeds, and radial cooling fins just like the big bikes. Power to the little people!



Power grab. To help get all the aforementioned power to the ground as expeditiously as possible, our big YZ's have our new, smoother-action, more responsive bevel-gear throttle.



Long life line. This chart plots the percentage of peak horsepower maintained through the course of a race by our liquid-cooled 125 versus an air-cooled design. Impressive, no?

Liquid cooling, re-invented. Boosting horsepower with improved port timing is one thing. Maintaining it through grueling 20-lap motos is quite another for small-bore air-cooled engines.

Our solution for the YZ125: liquid cooling.

Of course, being Yamaha, we didn't just slap on any old liquid cooling system. We were ready with a truly innovative system proven over five years on our own OW works machines.

Our system not only allows higher peak horsepower tuning and maintains more of that power longer, but does it with less external bulk and less effect on handling than any other liquid cooled MX'er in the dirt.

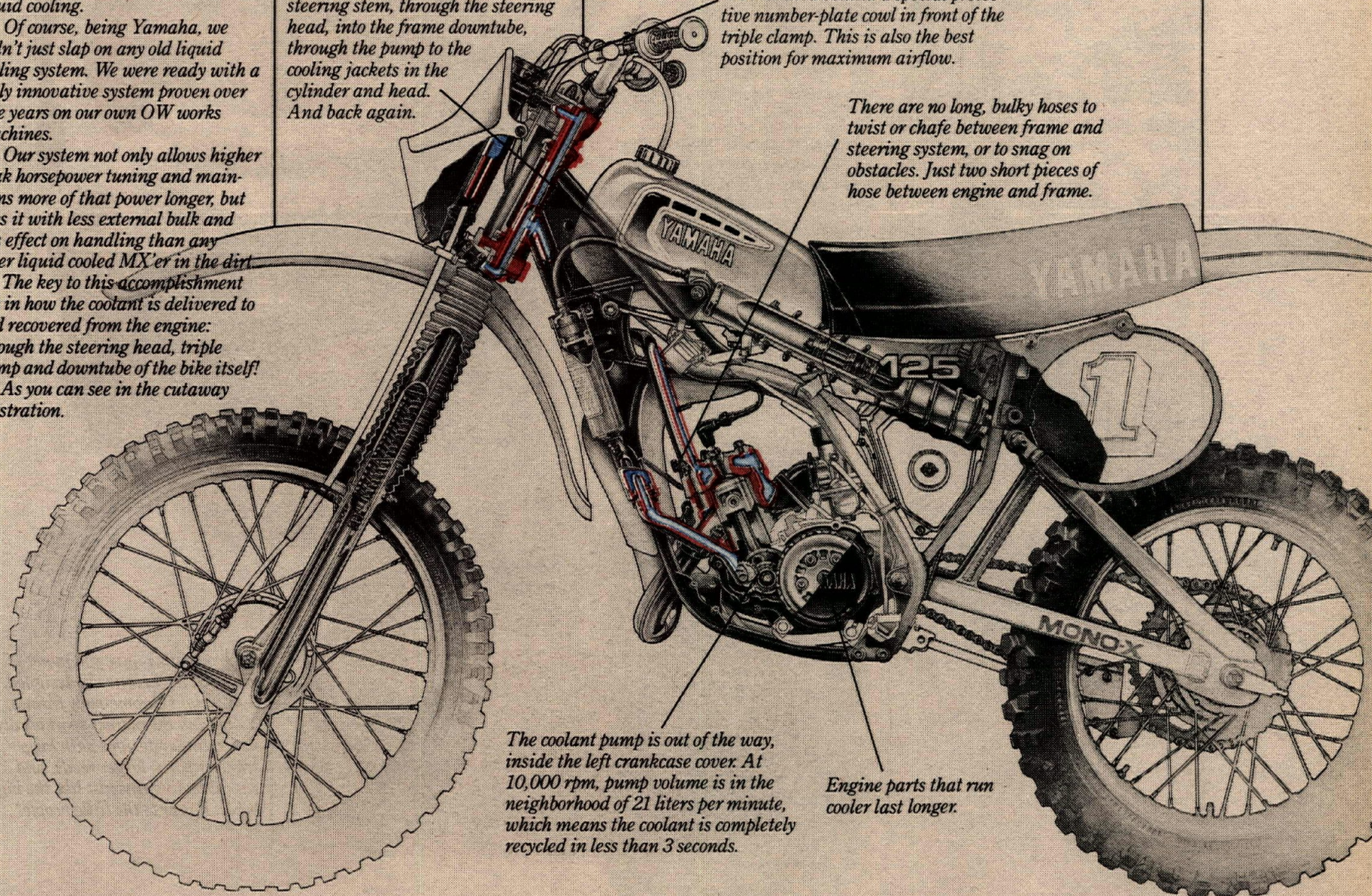
The key to this accomplishment lies in how the coolant is delivered to and recovered from the engine: through the steering head, triple clamp and downtube of the bike itself!

As you can see in the cutaway illustration.

The coolant flows through a series of ingeniously-engineered seals, from the radiator into the bottom of the steering stem, through the steering head, into the frame downtube, through the pump to the cooling jackets in the cylinder and head. And back again.

To make sure you finish the race with as much radiator as you started with, it's mounted behind a special protective number-plate cowl in front of the triple clamp. This is also the best position for maximum airflow.

There are no long, bulky hoses to twist or chafe between frame and steering system, or to snag on obstacles. Just two short pieces of hose between engine and frame.



The coolant pump is out of the way, inside the left crankcase cover. At 10,000 rpm, pump volume is in the neighborhood of 21 liters per minute, which means the coolant is completely recycled in less than 3 seconds.

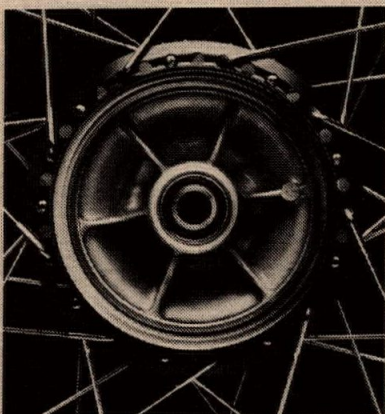
Engine parts that run cooler last longer.

So what else is new on the new YZ's?
What isn't?

From rear Monoshocks to rear brakes, from fork tubes to foot pegs, our 1981 full-size MX'ers have been thoroughly rethought to make as much use of their new-found power as possible.

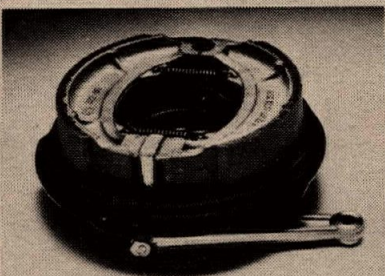
And we didn't neglect our minis, either. Our YZ60 and 80 get bigger every year. In performance, if not in size.

Across the board, the 1981 YZ's are designed to take the holeshot. And go on for the whole shot.

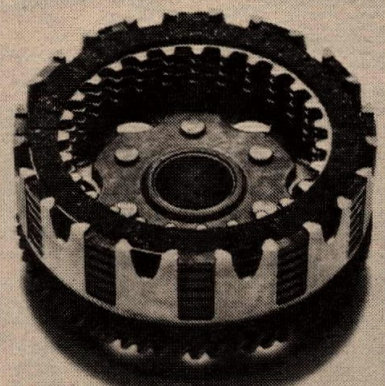


A new steering head angle on the YZ250 and 465 improves cornering and stability.

Big, new, 150mm rear brake drums give the 1981 YZ250 and 465 extraordinary braking power and control for those times when, like it or not, you have to slow down.

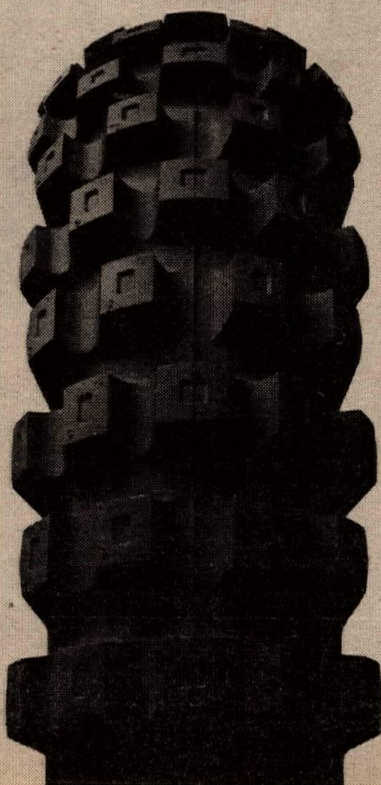


The front brake shoe shaft on the YZ125 now features an eccentric cam, like the YZ250, for a dramatic increase in braking pressure, leverage and power.

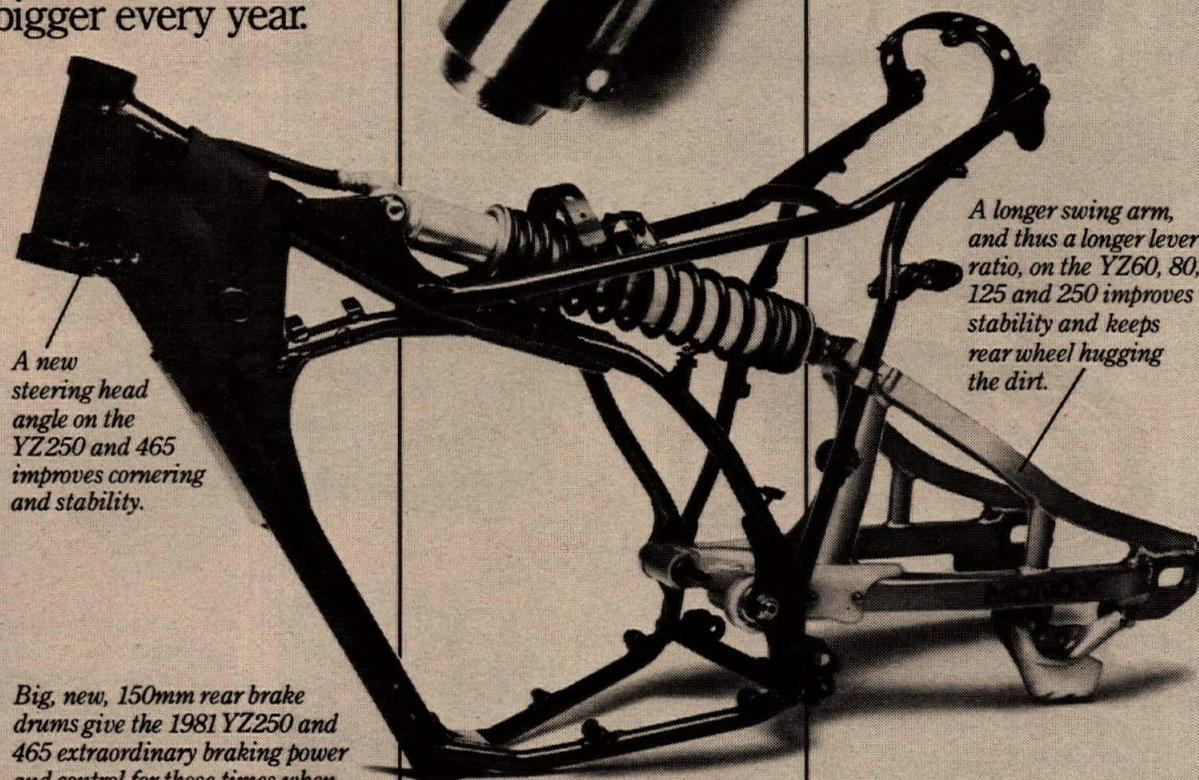


The new, improved clutches on the YZ125 and 250 are stronger and more reliable.

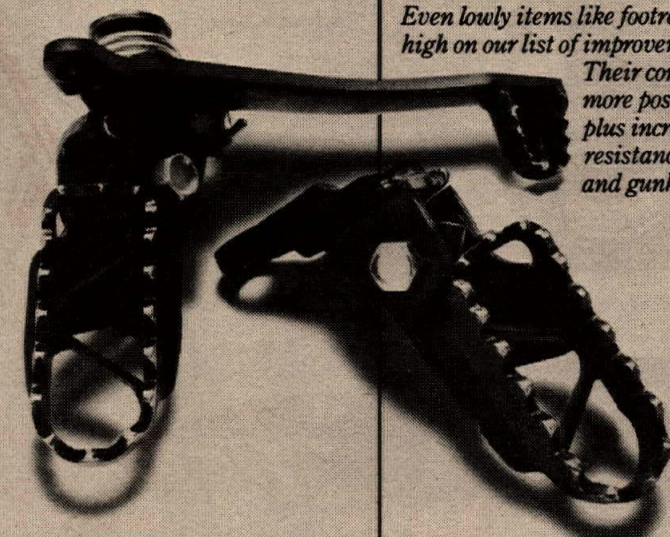
There are three reasons for the unique and very effective new tread design on the YZ knobbies: blasting the berms, whipping the whoop-de-dos, and streaking the straights.



The outside diameter of the fork tubes has been increased on the YZ465 (5mm), YZ250 (5mm) and YZ125 (2mm), for greater stability, less flex, better dampening and even more winning.

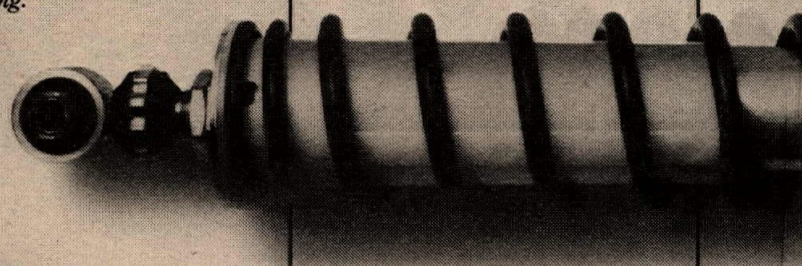


A longer swing arm, and thus a longer lever ratio, on the YZ60, 80, 125 and 250 improves stability and keeps rear wheel hugging the dirt.



Even lowly items like footrests are high on our list of improvements. Their contribution: more positive grip, plus increased resistance to mud and gunk and such.

The YZ250 and 465 Monoshocks offer more dampening adjustment stages (from 18 to 24) for even finer fine tuning.



YZ60



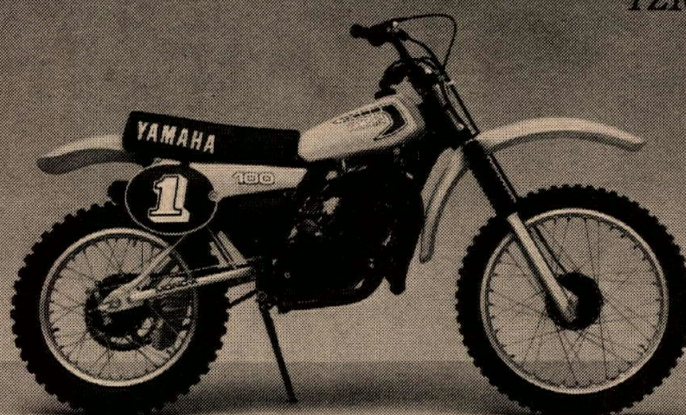
YZ80



YZ125



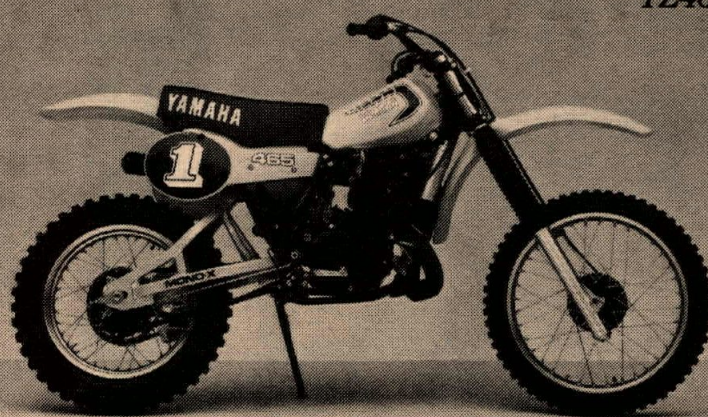
YZ100



YZ250

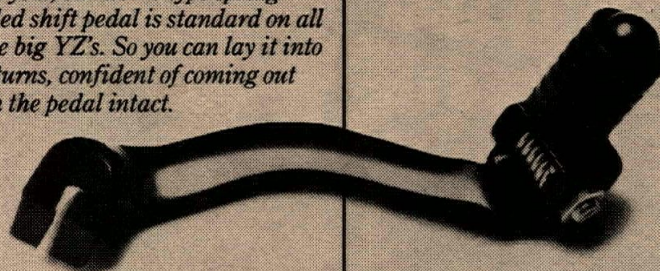


YZ465



This year, the YZ80 Monoshock takes after its big brothers with a remote reservoir for more efficient cooling. And a brand-new progressive-rate spring for better control.

This year, our works-type spring loaded shift pedal is standard on all three big YZ's. So you can lay it into the turns, confident of coming out with the pedal intact.



When you roll your new YZ out the door, it's not goodbye. To see what we mean, just turn the page.

WITH EVERY YZ YOU BUY YOU GET A FREE FACTORY.

When you buy a Yamaha, you not only buy the state-of-the-art engineering that made us number one, but also the day-to-day know-how that keeps us there.

Our Competition Support Program makes the nuts and bolts of our technical expertise easily accessible to you.

We'll share team secrets.

At many dealers, you can step up to our Team Yamaha Center and get up-to-the-minute, detailed information about outfitting and fine-tuning your bike for competition.

In our Competition Wrench Reports, for example, you'll learn our very latest discoveries in adjusting and modifying your racing machinery. Everything from how to get the most out of your Mono-shock suspension system to tips on what kind of tire Brock Glover prefers on what kind of track.

And to keep you posted on the national standings, your dealer will receive Yamaha race result mailgrams on a regular basis.

Yamaha's dial-a-wrench.

When you find yourself elbow-deep in grease and not quite sure what the next step should be, wipe off one hand and reach for the phone.

One call to your nearest Team Yamaha Center will put you in touch with some fast answers.

Each Team Yamaha Center has a direct line to Yamaha's Engineering department. Your dealer can call and get the information you need. When you need it.



Portions of the Yamaha Competition Wrench Reports will be printed periodically in Cycle News. So if you happen to miss one at your dealer, you're still in luck.



Yamaha gets behind you.
These are just some of the ways we support our YZ riders throughout the season.

As the winningest motorcycle manufacturer in the world, we realize that there's a lot more to competition than the glory of the winner's circle. There's the everyday down-and-dirty work that gets you there.

At Yamaha, we're convinced that the best way to keep you out in front is to stand behind you.

YAMAHA

THE WAY IT SHOULD BE.™

Historical Map Barstow to Vegas

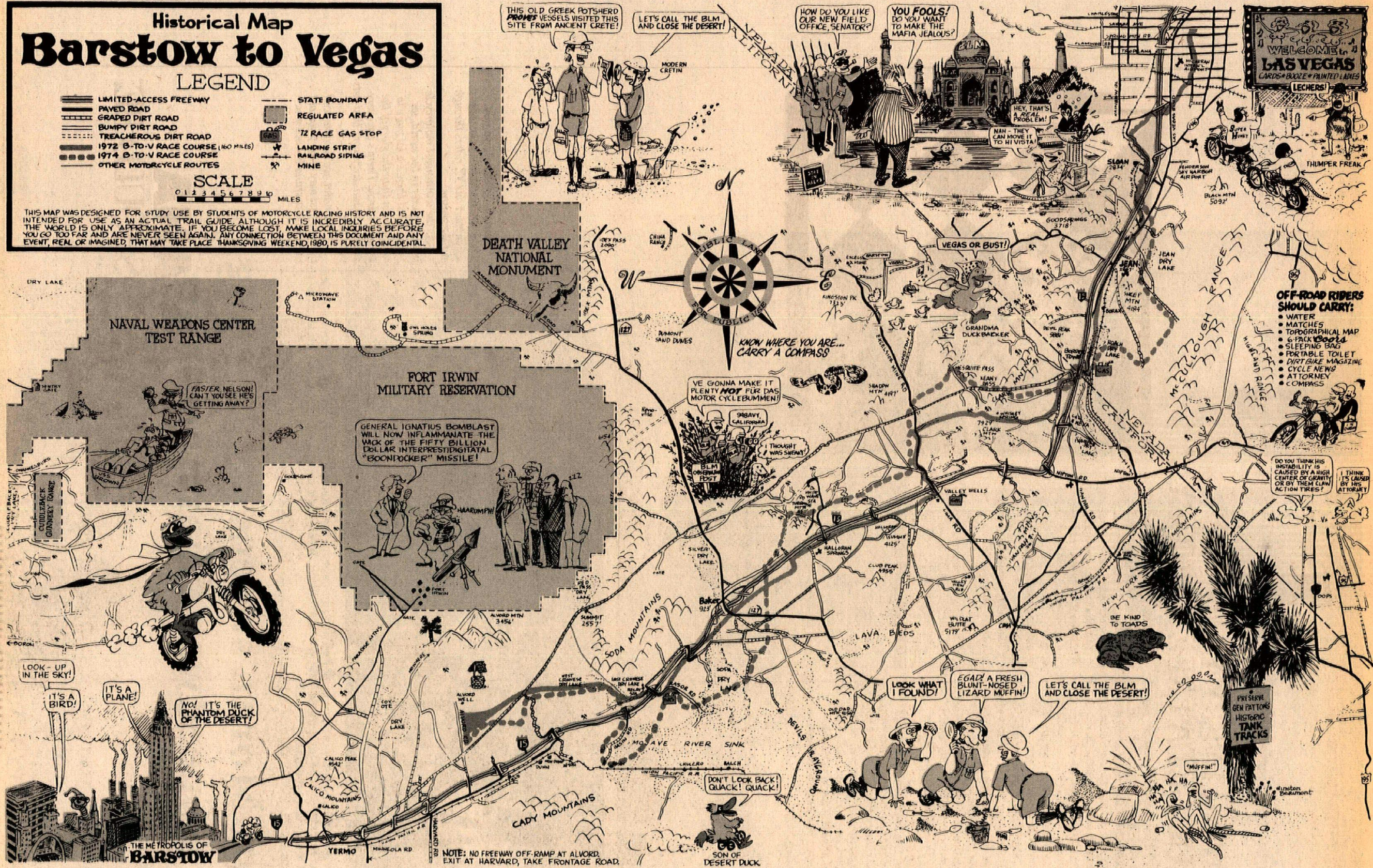
LEGEND

-  LIMITED-ACCESS FREEWAY
 PAVED ROAD
 GRADED DIRT ROAD
 BUMPY DIRT ROAD
 TREACHEROUS DIRT ROAD
 1972 B-T-O-V RACE COURSE (160 MILES)
 1974 B-T-O-V RACE COURSE
 OTHER MOTORCYCLE ROUTES
 STATE BOUNDARY
 REGULATED AREA
 '72 RACE GAS STOP
 LANDING STRIP
 RAILROAD SIDING
 MINE

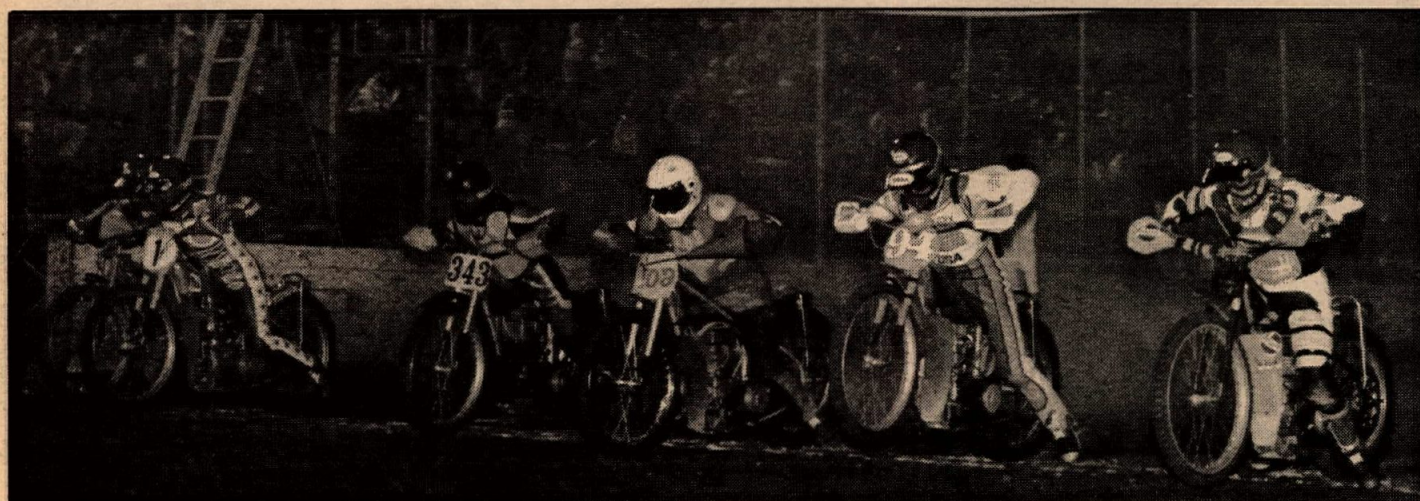
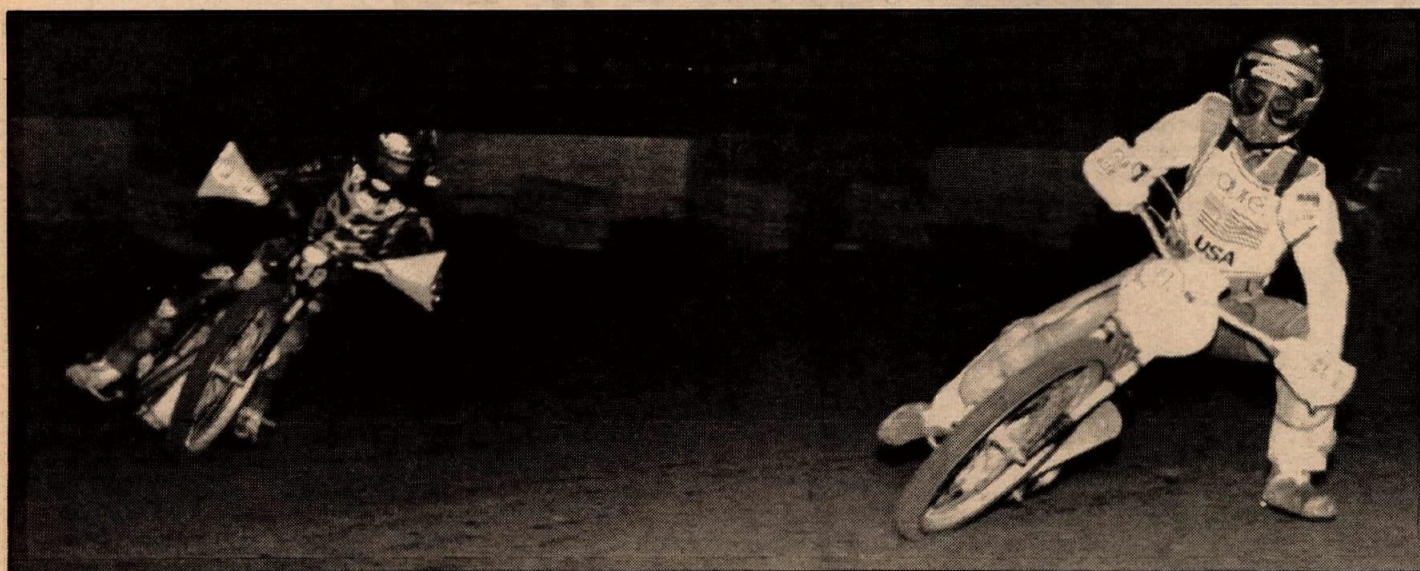
SCALE

A scale bar with markings for 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 miles. The bar is divided into segments by vertical lines, with the word "MILES" at the right end.

THIS MAP WAS DESIGNED FOR STUDY USE BY STUDENTS OF MOTORCYCLE RACING HISTORY AND IS NOT INTENDED FOR USE AS AN ACTUAL TRAIL GUIDE. ALTHOUGH IT IS INCREDIBLY ACCURATE, THE WORLD IS ONLY APPROXIMATE. IF YOU BECOME LOST, MAKE SURE YOU KNOW WHERE YOU ARE BEFORE YOU GO TOO FAR AND ARE NEVER SEEN AGAIN. THE CONNECTION BETWEEN THIS DOCUMENT AND ANY EVENT, REAL OR IMAGINED, THAT MAY TAKE PLACE THANKSGIVING WEEKEND, 1980, IS PURELY COINCIDENTAL.



Clip 'n' save Barstow to Vegas historical map



(Clockwise from top left) Shawn Moran won all five rides to capture the championship. National Champion Bruce Penhall mustered a fourth on the long track. Last week's winner John Cook was runner-up. Cook tries vainly to hold off Moran. Cook's only defeat was to Penhall.

Shawn Moran sweeps Ascot Long Track Speedway Championship

By Gary Hoffman

GARDENA, CA, NOV. 14

It happened last year and it happened again this year — Shawn Moran emerged victorious in the Seven Up Long Track Speedway Championship at Ascot Park. Winner in each of his

five events to score a perfect 30 points, 18-year-old Moran proved that he is absolutely untouchable on the half-mile. Shawn, from Huntington Beach but currently riding for the Sheffield Tigers in England, powered his two-valve Jawa over the likes of such heavies as National Champ Bruce Penhall, last week's winner John Cook, "The Boogaloo Kid" Bobby Schwartz,

Dennis Sigalos, and our own Lance King, Denny Pyeatt and Keith Chrisco to name a few.

It was a cool night in Gardena, but the motors were hot down on the track for the last chance this year for a title or at least some pocket money to help put together the speedway bikes of next year. All the top riders showed up except for Kelly Moran and the high flying rookie Jeff Tomlin. A good crowd turned out and everyone was ready for some speedway racing.

The favorites were Penhall, Moran and Cook, and up to event 18, Penhall won all his events as expected, even defeating Cook (which turned out to be Cook's only loss). It was really event 18 that would determine the outcome of the night since up to that point, neither Penhall nor Moran had been defeated and they were both in this race.

The gate flew up and Dennis Sigalos appeared to be the first one out when all of 50 feet later his shifter broke. Now it was Moran out front with Penhall right on his tail. Shawn stretched his lead on lap two as Penhall, his bike apparently slowed with mechanical problems, dropped back through the field. When the checkered flag dropped, Moran was out front by at least half the track followed by Wayne Rainey, Randy Monroe, Steve Wolk, Penhall and Sigalos (who wasn't about to give up even if he could only go 20 miles an hour).

John Cook won the last event giving him an impressive 29 points. His only defeat, of course, was to Penhall where he gave him a run for his money, earning Cook second place for the night.

Taking a well-deserved third place was Ascot's high point leader this year the "Little Ghost" Lance King with an impressive 27 points. King, who proved himself to be a master on the quarter-mile this year, will be venturing to England next year to do his racing on an English quarter-mile track.

In fourth place with 26 points after an almost perfect night was Penhall. Though somewhat discouraged, his National Championship will pull him through his misery.

Next for most of these riders is rebuild time over these off-season months. Some will be out hunting down sponsors, some riding other events like Wayne Rainey, who rides the AMA/Winston Pro circuit, or Randy Monroe who likes to compete in all kinds of motorcycle events. Some of the riders said they're just going to let their wounds heal, such as Charlie Morse who broke his hand several weeks ago, or Jack Kee who took a bad spill early this year. Penhall will get his shoulder injury worked on next week.

Then there are some riders who will be off to Australia by the time you read this. Sigalos, Cook and Schwartz will all be on their way along with Ascot's own Denny Pyeatt who turned 23 this Saturday. Happy birthday, Denny.

Next year promises to be a season with all kinds of surprises with some of the top riders venturing out overseas, giving way to some of the younger talent of which there is plenty.

Speedway is a relatively new sport in the United States and is still suffering some growing pains, which is fine as long as it continues to grow. Thanks to all the riders who put their heart and soul into each and every night of racing and their sponsors who help them so much. And they thank you, the dedicated fans who come to watch them every week without whom none of this would be possible.

Results

1. Shawn Moran (30 pts.); 2. John Cook (29 pts.); 3. Lance King (27 pts.); 4. Bruce Penhall (26 pts.).

TEN YEARS AGO

Joel Robert's domination of the Trans-AMA Series continued as the Belgian 250cc World MX Champion dominated both International class motos at Carlsbad Raceway on his works Suzuki. England's **Malcolm Davis** turned in two good rides on his AJS to finished second overall. **Gary Bailey** placed as top American. For the overall win, Robert received \$1000, including contingency money.

The Inter-Am motocross series continued its two-races-per-weekend schedule. In Salem, OR, **Ake Jonsson Mai** battled with **Bengt Aberg** (Hus) in the snow and freezing drizzle, with Jonsson coming out as the overall winner. **Bob Leach** was the first American. The race report didn't say so, but the weather was probably better at the other Inter-Am, conducted in Honolulu, HI. Husky's **Christer Hammargren** was the winner there, and the "Flying Hawaiian," **John DeSoto**, placed sixth overall, first American.

The AFM held their Castrol GP road race at Orange County International Raceway, and **Hurly Wilvert** (Kaw) brought home the bacon in the 251-1000cc International GP, with **Reg Pridmore** second on a Norton. The 251-1000cc International Production class went to **Bill Manley** (Nor), while Pridmore teamed with **Ernie Ceasar** to win the Sidecar class.

In a TT race at Adelanto, CA, **Jim Connolly** captured the 500cc Expert class on a Greeves, with **Larry Wilburn** besting the Open Experts with a Triumph. Second in the 50cc class went to young **Eddie Lawson**.

Actor **Michael Parks** of "Bronson" fame gave his \$5000 Harley-Davidson Sportster to the St. Thomas Aquinas School in Ojai, CA. The bike was to be raffled off to help the school, which was attended by Parks' two daughters, meet spiraling education costs.

The California State Speedway Championship was held in Bakersfield and **Steve Bast** came through to win the final event of the night and took the championship over **Larry Shaw**, **Bill Cody** and **Rick Woods**.

Officers of the **American Motorcycle Association** approved a program wherein the AMA would establish a full-time legal department to deal with motorcycle legislation and highway safety.

The Cascade Motorcycle Club's annual High Desert 100 race in Oregon was won by Husky rider **Ken Kabeck** with **Keith Nerset** (Mai) second overall.

Motocrosser **Bill Grossi** (Sac) tried hill-climbing at the Monte Carlo Hillclimb and posted third overall time enroute to winning the 125cc Novice class. **Larry Salo** rode his 400 Husky to fastest time on the 1.55-mile climb.

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Yuletide Shopping Guide



Vance and Hines Racing, the folks who bring you the other end of a quarter-mile drag strip in less than nine seconds, have diversified their product line to include hats and T-shirts. The T-shirts are made premium quality material and come in small, medium, large, and extra large sizes. The hats are red and one size fits all. They're available from Vance and Hines Racing, Dept. CN, 14010 Marquart Ave., Santa Fe Springs, CA 90670.



If there's a Harley-Davidson owner with a Christmas stocking hung neatly on the mantle, Harley-Davidson has stocking stuffers that are really classy. They're offering three new belt buckles: the Low Rider Buckle (pewter or brassstone), the Modern Eagle Dress Buckle (high relief and polished bronze) and the Harley-Davidson Trademark Dress Buckle (polished bronze). These buckles and others are available at your friendly, authorized neighborhood Harley-Davidson dealership.



With cool Christmas weather looming on the horizon, Yamaha has some good looking sweatshirts in their apparel line. Their "racing" sweatshirt is navy blue with white piping and the Yamaha logo on the sleeve. Their "classic" sweat-

shirt is grey with navy blue wrist, waist and neck bands and blue piping. Both are 50/50 poly/cotton blend, and both are available only through your Yamaha dealer.



When giving a gift, why not give one that looks good and protects? Brooks Leather Sportswear introduces their model 981, designed with bikers in mind. It's lightweight and stylish, but with all the protection you'd expect from a Brooks jacket. Features include a longer back that won't ride up and let the wind in while you're riding, color-coordinated zippers, two handy pockets and a rayon lining. A dress

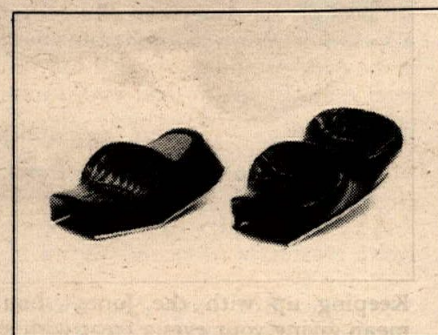
color with hidden snaps and tapered styling complete the look. All Brooks leather garments are made of top grain, American made and tanned leather with double-stitched seams for added wearability. The 981 men's jacket is available in black only. For more information, contact Brooks Leather Sportswear, Dept. CN, 14511 W. 11 Mile, Oak Park, MI 48237.



Junior MX fans searching under the tree on Christmas morning are sure to fall in love with "Moto," a cuddly little creature from Suzuki. Moto comes decked out for action with goggles, helmet, Team Suzuki "S" and a winning smile. Stop by your local Suzuki dealer.



Going out to ride/play/frolic/compete/ (other) in the mud? Trim's new MK3 BigMudder ISDT boots are worn by more ISDT World Champions than any other boot. Now they have an exclusive Trim-Grip sole with a self planing toe and low lug design so you can plane your foot through the turns but still get foot traction in the mud when you need it. There's also a complete color selection to choose from. Two bucks will get you a color selector poster, pack of stickies, brochure and a measuring chart. Transworld, Dept. CN, P.O. Box 4098, Savannah, GA 31407. Dealers, for more information, call toll-free 800/841-2300.



Touring riders can give their cans a Christmas gift that both will appreciate. The EZ-Berg Custom Contour Saddle has long been considered the-state-of-the-art motorcycle touring seat. Available for most touring bikes 500cc or over, EZ-Berg will build one on your seat pan or supply one complete. Available at your local dealer, or contact EZ-Berg, Dept. CN, 540 W. Lambert St., Brea, CA 92621.



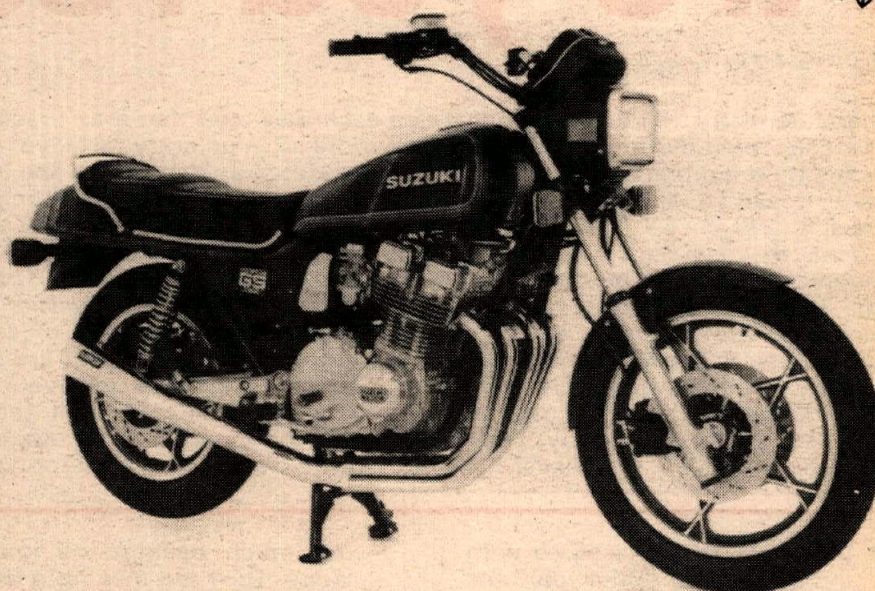
Hondaline's windbreaker is a nice gift idea for someone you know who encounters all kinds of weather. It's made of specially treated nylon to keep out the dampness, and for wind protection there's a flap inside the zipper, Velcro collar closure, soft knit cuffs and elastic waist band. For cold weather riding, there's an optional quilted zip-in liner complete with sleeves and

inside pockets. Hidden buttons anchor the inner sleeves in place for comfort and warmth. The windbreaker is available in burgundy, brown, black, blue, red and silver; in adult sizes extra small, small, medium, large and extra large. The optional liner comes in sizes to match. At your Honda and Hondaline dealer.



Keeping up with the Jones' should mean giving your eyes a treat with the new Jones Goggle. The Pro and Competition models feature Carbonite® lenses of .075-inch thick molded optical polycarbonate with a special exterior coating that's super scratch resistant, and a permanent anti-fog, anti-static interior coating. The interchangeable lenses are available in a wide range of tints, including a special high altitude lens that virtually filters out 100% of harmful ultra-violet and

infra-red rays, especially helpful for those with sensitive eyes. The Standard model (\$25) features .040" thick lenses with permanent anti-fog and anti-static coatings. The Pro model (\$35) comes with the Carbonite® lens in a variety of tints, while the Competition model (\$55) features the high altitude Carbonite® lens. Contact Jones Optical Company, Dept. CN, 3080 Valmont Rd., Boulder, CO 80301, 303/443-8531.



If you want to go about increasing the power and decreasing the weight of your Suzuki GS1100, the nice folks at Kerker can help. Their 4-into-1 pipe for the GS1100 gives it a smoother power band while still offering a considerable increase in power. Quarter mile elapsed time was lowered by .4 seconds over stock. While being offered as 50-state legal, the Kerker system offers a removable and repack-

able baffle system, and an assortment of baffles are available to suit one's particular needs. The Kerker pipe, which weighs in at 16 pounds versus the stock system's 37, allows retention of the centerstand and provides for easy oil filter and drain plug access. Your choice of chrome or Kal-Gard black. Contact Kerker, Dept. CN, 7900 Deering Ave., Canoga Park, CA 91304, 213/999-3060.



When it gets cold, as it often does during the holidays, the best way to keep warm is to snuggle up next to a friend, and to be sure that you and your friend are wearing the new Team Moto-X Fox jacket and sweater. The jacket is satin finish, fully lined, has knitted cuffs and collar and comes in the three Moto-X Fox team colors: red, yellow and orange. The sweater comes in bright red and features the

Moto-X Fox logo in silver on the front. Suggested retail for the jacket is \$48.25 and the sweater sells for \$19.95. See your Moto-X Fox dealer or contact Moto-X Fox, Dept. CN, 520 McGlinchey Lane, Campbell, CA 95008, 408/371-1221. The latest Fox catalog is available for \$3.



Motorcyclists' Psychographic Self Exam

Deep down inside...

Are you really a racer?

By Brad Zimmerman

There are many riders who don leathers each weekend that aren't racers. There are even more riders who have never filled in an entry form, yet are racing thoroughbreds down to their very core. Just as throwing a line into water doesn't qualify you as a fisherman, putting on leathers and getting to the start area doesn't make you a racer. There are many other qualifications.

What makes a racer? There are a lot of things. Most people will cite you the usual three ingredients: Drive, Desire and Talent. In that order. That's fine. You need those. But few people realize that all three are governed by the same "governor" — the mental and psychological make-up of each human being. Every person's mental training, politics and beliefs are the primary reason for racers and non-racers. Competing in organized events is not a determining factor. How many riders are there who could beat Kenny Roberts? We'll never know. They'll never get the breaks to find out, and quite possibly they may never have even thrown a leg over a motorcycle,

much less raced. Using sheer numbers, there must be at least a thousand individuals out there on the street today who could give him a run for his money. It's not a factory TZ500 Yamaha that makes Kenny a winner. It's what's between his ears. In that respect, all of the great motorcycle racers have been identical.

The following test has a list of 20 questions designed to show you something you already know — whether or not you have the mental composition to be competitive, non-competitive or somewhere in between.

There are no wrong answers — but you can get a wrong tally unless you answer the questions quickly and honestly. If you spend a lot of time pondering the answer you want to give, chances are you've already got the *real* answer, and you're just looking to see which answer will give you the highest score. Don't do it that way. Scurry off by yourself — you can even mark them in pencil so nobody will ever know. But if you ever want to find out once and for all if you are (or could ever have been) a competitive racer, here's your chance.

1. Do you agree or disagree with this statement: "Take your time and do it right?"
☐ a. agree
☐ b. disagree
☐ c. basically agree, but not in all circumstances.
2. Which were you better in at school?
☐ a. mathematical
☐ b. geographic work
☐ c. history work
3. In normal freeway traffic driving your four-wheeler, do you most often:
☐ a. move around from far left to far right
☐ b. stay primarily in one lane
☐ c. use the fastest two lanes.
4. If you were to analyze your riding blemishes, which category would they fall under?
☐ a. basic lack of experience
☐ b. knowledge, but improper application
☐ c. minor time-wasted actions.
5. When you were in school which basic group best describes the one you belonged to?
☐ a. a large group (5-10)
☐ b. a fairly small group (2-4)
☐ c. very small group (2-3).
6. You are in a group of people who are discussing motorcycles with-

- out much background knowledge. They are making a large amount of errors in assumptions, and generally agree that anybody who would ride a motorcycle is a brainless heathen. Would you:
- ☐ a. speak up and correct the group
 - ☐ b. figure you're outnumbered and save your scalp
 - ☐ c. throw in a middle-of-the-road comment and see how it's accepted.
7. During riding sessions alone do you:
☐ a. get from Point A to Point B just comfortably
☐ b. concentrate on your weak points
☐ c. pat yourself on your back for a particular good corner.
8. When friends are road-side or track-side do you have a natural tendency to show off a little?
☐ a. yes
☐ b. no.
9. Can you mentally rank five other riding buddies by ability, and include yourself in a six-man list from best to worse?
☐ a. yes
☐ b. no.
10. When riding with friends do you initiate play-racing?
☐ a. yes

- ☐ b. no.
11. When riding very close to another rider (as in competition or play-racing) which position do you prefer?
☐ a. right ahead
☐ b. right behind
☐ c. off to the side.
12. How often do you adjust the suspension on your bike?
☐ a. at most, four times a year
☐ b. about every five riding sessions
☐ c. only when it's uncomfortable.
13. Take the same five riding buddies. In order of intelligence (non-motorcycle related) are you:
☐ a. smarter
☐ b. not as smart
☐ c. about the same.
14. If you are invited to a party that consists of people you don't know, will you:
☐ a. decline the offer
☐ b. go enthusiastically
☐ c. go, but expect a rotten time.
15. When another rider comes up behind you to pass, do you:
☐ a. go a little faster to keep ahead.
☐ b. move over so he can pass.
☐ c. move over then follow.
16. How does your riding ability compare with those you most often ride with?
☐ a. as good as, if not better

- ☐ b. a little behind in ability
- ☐ c. definitely better.
17. Do you own two or more of the following items: bike sticker on your car; fork skins; colorful replacement seat cover; special bike polish; T-shirt with brand name other than the bike you own; photo or program autographed by superstar racer; pet rock; roller skates; shorts with bike name?
☐ a. yes
☐ b. no.
18. You are handed two stacks of dollar bills. Both have at least 20 bills. Stack A has a \$10 bill on top. Stack B has a \$5 on top. Which stack will you take?
☐ a. Stack A
☐ b. Stack B.
19. When you fill out your income taxes do you:
☐ a. do it fair and square
☐ b. cheat a little like everybody else
☐ c. cheat a lot; see what you can get away with.
20. Do you believe that biorhythms, astrological signs, physical stature or reflexes have anything to do with being a good racer?
☐ a. no
☐ b. yes
☐ c. possibly, but you'd have to prove it.

Scoring your Motorcyclists' Psychographic Self Exam

Each answer has been assigned a point value. Check your answers with the points and add up the total.

Number	5 points	3 points	2 points	Number	5 points	3 points	2 points
1.	C	A	B	11.	C	A	B
2.	A	B	C	12.	B	A	C
3.	C	A	B	13.	A	C	B
4.	C	B	A	14.	B	C	A
5.	B	A	C	15.	C	B	A
6.	A	C	B	16.	C	B	A
7.	B	C	A	17.	B	A	
8.	A	B		18.	B	A	
9.	A	B		19.	C	B	A
10.	A	B		20.	A	C	B

The highest possible score on this test is 100. The lowest score is 31. Find the description that fits the score you tallied.

If you scored 31-54 points:

You really aren't a racer. You don't want to be, either. You're the type of motorcycle rider who rides for the fun — not the competitive spirit. You probably enjoy your bike more than most riders, yet you still know little about it. Your search for knowledge ends at pleasure. Once

you learn enough about your bike to enjoy it, you see no reason to continue learning.

In regards to non-two-wheel aspects, you most likely work under at least two to three supervisors in the chain of command, are reliable to employ, remember wedding anniversaries, watch Saturday football and generally have a good old mid-America time. You adjusted to the so-called "system" years ago, and banking on your college degree, most likely work for a company in which you plan to stay until retirement.

If you scored 54-77 points:

There's a possibility here that you could be a racer, but you lack a bit in the motivation department. You like to be a racer in stages, like when you're the fastest of the riding group. But you will back off when someone faster comes to town without much of a battle. You realize your abilities, feel you know the limits, and now and then like to stand your hair on end. But a racer? Nope. Leave that to the kids.

You most likely work for a small company, where you consider yourself in a position that requires very little direction to get the job done. You have supervisors, but they're more friends than bosses.

If you scored 77-100 points:

You're probably a racer already (or you cheated on the test). Most of your motivation comes from within. You're curious about "what happens when I do this." You question authority at times and aren't the type to accept repression without a full explanation. You're smart enough to know where you stand in ability, who's faster and why. You're continually improving your riding, and take pride in your ability to make it look so easy. If you aren't a racer, you should be. You've got the makings of a champion.

1980 Cycle News/West Rider of the Year Contest

**This man beat
Kenny Roberts...**



...and Bob Hannah and Bernie Schreiber and Wes Cooley and Larry Roeseler and Mike Bell and all the other motorcycle racing champs in the past two years' Cycle News/West Rider of the Year Contests.

Why? Well, for one thing, he's Louis McKey, the Phantom Duck of the Desert. He's done more for motorcyclists' land use rights here in California than anyone else we know. He deserved to win.

Desert riders, desert racers and trailriders sent in their ballots by the dozens.

Where were the others? Who knows? Possibly in the same place many motorcyclists were during the recent state and federal elections. Somewhere else other than in the voting booth!

So vote. Be it in support of the two-time CNROY Louis McKey or another champion of your choice.

There's only one rule: Your vote must be for a rider who lives in the circulation area of Cycle News/West. The boundaries are the eastern borders of Texas, Oklahoma, Kansas, Nebraska, South Dakota and North Dakota. Contest closes with entries postmarked on, or before Dec. 5. The winner will be announced in our big year-end issue.

This is your only chance. This ballot will not be reprinted. Fill it out, clip it out, and ship it in. Simple. Why not do it right now?

Ballot

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Glenn Wischmeyer rode to third overall, first 250cc, at the Jackrabbits' HS.

Pasqualotto pulverizes Jackrabbits MRAN HS

By Chuck Harper
Photos by Wayne Gales and Harper

NELSON, NV, NOV. 2

Maico man Anthony Pasqualotto put together his first ever overall victory with a flawless ride at the Jackrabbits' 88-mile hare scrambles at Nelson.

The "Caliente Comet", Jody Maeder, survived four death-defying loops to post second overall, first 125cc Expert on his Fred Hansen, Sr.-prepped Yamaha YZ.

Glenn Wischmeyer piloted a Team Sportsman Cycle Husky to his first win of 1980 after a day-long duel with Maeder that netted him third overall, first 250cc Expert.

In the age brackets Casey Folks, Jr. logged his fifth class win of the season, finishing 12th overall, first Over 30 Expert while Sam Bass marked his return to the Southern Nevada desert after Baja injuries laid him low to score seventh overall, first Over 38 Expert.

The Jackrabbits M.C. utilized the same course they ran this March, only

routing the circuit backwards. The trail was well worn, whooped-out and featured many roller-coaster type hills. Nobody this side of Ray Charles had any problems following the track.

After Yamaha's Johner Kight and Rincon Kawasaki's Kelly Bergman captured Mini honors, the 80+ big-bike riders blasted off for the smoke-bomb.

Scott Forwood (Yam) led the initial charge but by the time the racers negotiated the gnarly smoke-run Pasqualotto was already in command. Bunched tightly together were 250cc Husky throwers Chuck Rush and Wischmeyer and 125cc aces Daryl Folks (Suz), Paul Emerson (Hon) and Maeder. Pasqualotto put it on auto-pilot and cruised to a five minute win.

Folks and Wischmeyer collided when Glenn over-cooked it through a nasty dip in the middle of a roller and swapped out heavily. Folks got going first and closed the door on Rush for second overall, first 125cc Expert. However, it was not to be as Daryl's Suzy spit her chain, costing Folks and dad Casey 30 minutes downtime getting it back on the line. Daryl eventually ended up third 125cc Expert, 16th overall, behind 13th overall, second 125cc Expert finisher Bennie Brown, who had an off-day on his new Suzuki ride.

Paul Emerson inherited the 125cc lead but it wasn't going to be his day



Maico rider Anthony Pasqualotto scored his first MRAN overall win.

either as he contracted a rear flat and then seized his water-cooled Mugen while lying third overall.

Wischmeyer captured the 250cc lead from Rush who was slowed the entire second loop with a front puncture. At the height of everyone's problems, recently-rated Expert Maeder moved into second overall, first 125cc Expert.

Maeder, a first cousin to Team Husky's Fred Hansen, Jr., races with a K-Mart special helmet, no visor or goggles and knows only one throttle setting — WFO! With his side-to-side antics Jody takes up a bikelength of couse on the right and left and is virtually impossible to pass on a tight circuit like today. Wischmeyer reported being taken out twice by Maeder's swapping rear end before giving up the idea of finishing second overall.

Rush replaced his front tire and raced in fourth overall, second 250cc Expert, while MXer Brad Hilton bagged fifth overall, third 250cc Expert. Scott Forwood was the next finisher at fourth 250cc Expert as Danny Anderson topped all Amateur entrants with eighth overall on a 250cc Yamaha and earned his Expert plate.

Scott Morris thanked his dad Mike for the new 1981 Husky with a ninth overall, first 125cc Amateur placing. Rounding out the top 10 was the old man of the hills, Ken Guio of Big

Piney, WY, who completed the race second Over 38 Expert.

Casey Folks charged from the back of the pack to pass Over 30 contender Ron Hibbard (Mai) and then stole the victory from class leader George Antill (Yam) halfway around on the last lap. Eddie Bozarth was first Novice finisher at 17th overall on a 125cc Husky. •

Results

OPEN EX: 1. Anthony Pasqualotto (Mai); 2. Mike Ewy (Mai); 3. Dennis Boone (C-A).

250cc EX: 1. Glenn Wischmeyer (Hus); 2. Chuck Rush (Hus); 3. Brad Hilton (Yam).

125cc EX: 1. Jody Maeder (Yam); 2. Bennie Brown (Suz); 3. Daryl Folks (Suz).

OVER 30 EX: 1. Casey Folks, Jr. (Hus); 2. George Antill (Yam); 3. Ron Hibbard (Mai).

OVER 38 EX: 1. Sam Bass (Hus); 2. Ken Guio (Hus).

OPEN AM: 1. Jon Ogren (Yam); 2. Jeff Benson (Yam); 3. John Reo (Yam).

250cc AM: 1. Danny Anderson (Yam); 2. Don O'Kuly (Hus); 3. Reb Wallace (Yam).

125cc AM: 1. Scott Morris (Hus); 2. Floyd Bradley (Hus); 3. Mike Heers (Yam).

OVER 30 AM: 1. Gary Lindloff (Hus); 2. Roger Hamel (Yam); 3. Ed Siron (Yam).

OVER 38 AM: 1. Dennis Roberts (Hus); 2. Steve Hampton (Hus); 3. Steve Fuller (Mai).

250cc NOV: 1. Bill Quinn (Hus); 2. Richard Sherman (Suz); 3. Mark Benshoof (Yam).

125cc NOV: 1. Eddie Bozarth (Yam); 2. Todd Johnson (Yam); 3. Richard Shaw (Suz).

OVER 30 NOV: 1. Jake Sand (Hus); 2. Tom Everts (C-A); 3. Bill Shipman (C-A).

over 38 NOV: 1. Ken Steele (Yam).

80cc EX: 1. Johnner Kight (Yam); 2. Sean Steele (Hon); 3. Bryan Folks (Suz).

80cc AM: 1. Ronnie Purvines (Suz).

80cc NOV: 1. Kelly Bergman (Kaw); 2. Jon McDonough (Hon); 3. Richard Purvines (Suz).

100cc EX: 1. Kevin Kelley (Suz).

100cc AM: 1. Chris Northrup (Yam).

100cc NOV: 1. Paul Kline (Suz); 2. Ronnie Odom (Suz).

POWDER PUFF: 1. Tammy Tarbett (Hus); 2. Linda Lanier (Yam).

MINI-MINI JR BAMBINO: 1. Dustin White (Yam); 2. Kent Kelley (Yam); 3. Chad Tichenor (Suz).

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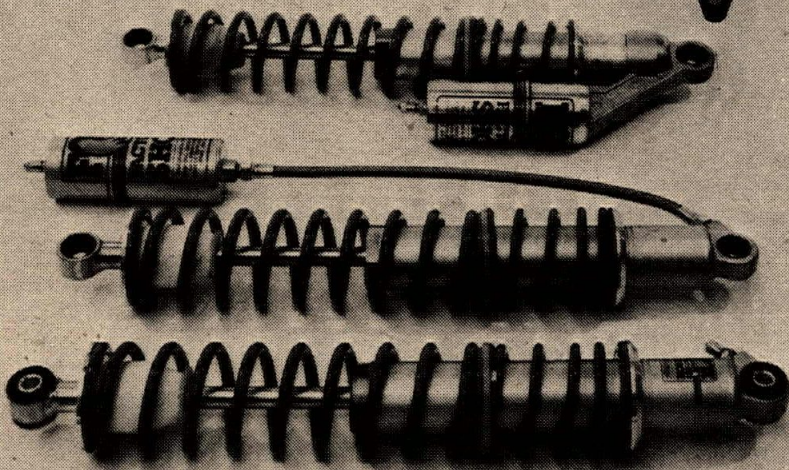
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Tim Locey returned to action at CRC and won two classes at Indian Dunes.

Whelchel wallops AME Indian Dunes MX

By Judy Greenberg

VALENCIA, CA, NOV. 9

A large turnout of riders coupled with the well-prepared International track and sandwash led to a full day of racing with American Motocross Enterprises at Indian Dunes.

John Whelchel swept the 125cc Pro class with a pair of wins on his International Yamaha. The BG/Works Performance Honda of Dave Lynch was first out of the hole to lead moto one. Whelchel followed in second with American Honda support rider Jerry Shore and Simi Cycle's John Drury next in line. With two laps out of the way, Whelchel's constant pressure on Lynch paid off as he took the lead on the stadium style jump. From there on Whelchel moved further away in control to the wire. Drury swapped third with Shore and then broke lose to chase Lynch. Mark Moscrop (Luft/Answer Products) moved up only to go down and lose two places. In the latter laps Drury closed on Lynch giving him some tense moments to the wire. Shore and Moscrop finished 4-5.

The Hondas of Lynch and Bruce Maynor led the second gate. When Maynor went down, Moscrop was in second breathing down Lynch's neck. By the time they reached the sand Moscrop was in front with Whelchel soon behind him. They diced hot and heavy with Whelchel snagging the lead out of a turn. Moscrop was smooth and consistent with a tremendous lead over third, but couldn't catch the fleeing Whelchel. Drury pulled off with bike trouble after a pass to third. This put Lynch back in the spot, with Maynor in fourth. Despite fading horsepower, Shore finished fifth.

A 2-1 ride put the Kal-Gard Yamaha of Bob Kline in for top money for the 250cc Pros. The International Yamaha

of Mike Shoemaker took early control until Tim Locey (Yam Motor Corp.) took over. Kline passed 7-Jays' Brand Johnson for third and settled into second once by Shoemaker. By this time Locey was well out in front for the win. Johnson moved back into third when Shoemaker ran into trouble.

The second round belonged to Kline from start to finish, but stiff competition from Locey in the latter half had the spectators holding their breath. Ken Zahrt lost the early second when he threw a chain putting him on the sideline. Locey was on the move and closed on Kline. A battle ensued as they disappeared from their pack. Back in third, Andy Segale (Mai) tried to fend off Clark Jones (Hus) but succumbed to his pressure. Shoemaker recovered from a bad start and was making his way steadily through traffic. Once by Segale and Clark he settled for third as the Kline/Locey battle was out of reach. With the checkered in sight, Locey gave it all he had, but Kline's command was apparent as he safely brought his front wheel across the finish. Locey's 1-2 gave him second, with Shoemaker's 4-3 good for third.

Locey came back for a pair of wins in the 500cc Pro class. Mark White took a pair of seconds after losing his second moto lead to Locey at the halfway point. Rob Rollins and Kirk Sturgeon swapped third and fourth.

Todd Carmody capped the 125cc Junior class with a 2-1 finish. Tony Broussard had a strong lead in the first round until Carmody made his way by Mark Parrott and then proceeded to close the gap on Broussard with just a few bikelengths separating them at the finish.

Carmody led the second round from the start. Parrott was on his tail but was overtaken by Randy Lippie, who then put the heat on Carmody. They took their battle to the wire with Carmody remaining in the lead. Parrott was in for another third. Broussard's first lap fall placed him back in 19th and out of trophy contention.

Results

500 PRO: 1. Tim Locey (Yam); 2. Mark White (Yam); 3. Rob Rollins (Yam).
500 INT: 1. Tim Edmonson (Yam); 2. Andy Richard (Yam); 3. Pat Morgan (Yam).
500 JR: 1. Dana Hansen (Suz); 2. Ronnie Lewis (Yam); 3. Mike Wright (Yam).
VET EX: 1. Dan Sanchez (C-A).
VET JR: 1. Ron Cole (Suz).
250 PRO: 1. Bob Kline (Yam); 2. Tim Locey (Yam); 3. Mike Shoemaker (Yam).
250 INT: 1. Todd Bausch (Suz); 2. Craig Stanton (Yam); 3. Randy Johnson (Yam).
250 JR: 1. Jr. Camacho (Suz); 2. Mark Lite (Yam); 3. Chris Jackson (Yam).
125 PRO: 1. John Whelchel (Yam); 2. David Lynch (Hon); 3. Mark Moscrop (Hon).
125 INT: 1. Todd Broussard (Yam); 2. Jack Greenberg (Hon); 3. Randy Commans (Yam).
125 JR: 1. Todd Carmody (Yam); 2. Randy Lippie (Yam); 3. Mark Parrott (Hon).
125 BEG: 1. Pat Owens (Yam); 2. Joseph Gardner (Yam).
WOMEN'S DIV: 1. Randi Ehrenborg (Suz).
100 EX: 1. Zoli Meszaros (Yam).
100 INT: 1. Rick Houghtaling (Suz).
100 JR: 1. Bill Delgado (Suz); 2. Richie James (Suz); 3. Jimmy Spotts (Suz).
83cc EX: 1. Johnner Kight (Yam); 2. Rick Hemme (Suz); 3. Larry Brooks (Yam).
83cc INT: 1. Eddie Hicks (Yam); 2. Scott Morrison (Yam); 3. Greg Gest (Yam).
83cc JR: 1. Stagg Summers (Yam); 2. Tony Alessi (Yam); 3. Tim Bluth (Yam).
61cc EX: 1. Eddie Hicks (Yam); 2. Marty Rickard (Yam).
61cc INT: 1. Jeff Reynolds (Yam); 2. Danny Lamb (Yam); 3. Kayle Johnson (Suz).
61cc JR: 1. King Richard Saxton (Yam); 2. Paul Mathews (Suz); 3. Bubba Erickson (Suz).

Peterson the leader at CRC Saddleback MX

By Tom Corley

ORANGE, CA, NOV. 9

With three popular night motocross tracks closing the racing during the day is becoming more competitive. Saddleback Park is being visited by riders who usually race under the lights and in this California Racing Club motocross the classes were filled with these visiting riders.

Throughout the past year at Ascot, Todd Peterson proved to be the fastest 125 and 250cc Pro. Here at Saddleback he entered the 125cc Pro contest and won both motos. In the first moto David McGhee was leading on his Yamaha but then Peterson made the pass. McGhee would have won some money today but his bike broke down and he had to pack it up. Vaun Butler from La Habra Yamaha placed in second ahead of Larry Baker. In the final moto Peterson had the lead all to himself and was really moving. Todd was followed by Butler and Rob Brown. On the overall results it was Peterson, Butler, Brown and Baker.

The rest of the Pro racing was great. In the 500cc Pro race Pete Snorteland cashed in ahead of Will Harper and Bob Schulz. Lance Moorewood captured everyone's attention as he rode the new Honda CR450. He had a great lead in the second moto but tired out. Moorewood is still getting back into shape after recovering from knee and hand injuries. Jeff Jennings gave Pete Snorteland a hard time in the 250cc Pro class and took first over Pete and Andy Guth.

In the second race of the day the Mini Intermediate and Expert riders were on the track. The leader was Sam Storer who is sponsored by the Kawasaki factory on a Uni-Trak 80. Sam was turning lap times that would have been good enough for him to have placed either first or second in the 125cc Intermediate class! Storer won Mini Expert class by winning both motos ahead of Bruce Bunch and Tracy Meeks from La Habra Yamaha.

Results

50/60: 1. Gary Morton (Suz); 2. Mad Matt Foster (Yam).
MINI BEG: 1. Wade Bone (Yam); 2. Richie Hovis (Yam); 3. Greg Swedelson (Suz).
MINI NOV: 1. Ken Clifton (Suz); 2. Robbie Buchanan (Yam); 3. Tim Rutherford (Yam).
MINI INT: 1. Chris Taylor (Kaw); 2. Richard Fleming (Yam); 3. Mike Knapp (Yam).

MINI EX: 1. Sam Storer (Kaw); 2. Bruce Bunch (Kaw); 3. Tracy Meeks (Yam).
100 BEG: 1. Kelly Verchow (Yam); 2. Bill Jawitz (Suz); 3. Brad Beltinck (Yam).
100 NOV: 1. John Bonacci (Yam).
100 INT: 1. Jerry Anker (Yam); 2. Charles Osterday (Yam).
125 BEG: 1. Brad McPannan (Suz); 2. K.C. Maddox (Yam); 3. David Blehm (Yam).
125 NOV: 1. Ross Hahn (Mug); 2. Ryan Roberts (Hon); 3. Bill Thiebert (Kaw).
125 INT: 1. Lyle Babi (Yam); 2. Dennis Hullen (Yam); 3. Rino Nivera (Yam).
125 PRO: 1. Todd Peterson (Yam); 2. Vaun Butler (Yam); 3. Rob Brown (Suz).
250 BEG: 1. Kirk Crownover (Kaw); 2. Kris Barker (C-A); 3. Alex Paglia (Hon).
250 NOV: 1. Derek Borg (Yam); 2. Pat Nash (Hon); 3. Vince DiPiazza (Suz).
250 INT: 1. John Biffle (Hon); 2. Rusty Hannah (Suz); 3. Paul Bassett (Yam).
250 PRO: 1. Jeff Jennings (Hon); 2. Pete Snorteland (Yam); 3. Andy Guth (Yam).
500 BEG: 1. Jim Carter (Yam); 2. John Flynn (C-A).
500 NOV: 1. Mike Stepak (Hon); 2. Frank Raduziner (mug); 3. Erik Bowers (Yam).
500 INT: 1. Kelly Saulie (Yam); 2. Mike Kell (Mail); 3. Marino Bastionell (Mail).
500 PRO: 1. Pete Snorteland (Yam); 2. Will Harper (Mail); 3. Bob Schulz (Yam).
VET JR: 1. Bob Barr (Yam); 2. Gary Livengood (Mail); 3. Dewayne Stark (Suz).
VET INT: 1. Carlos Marin (Mail); 2. Buzz Moeller (Hus).
VET EX: 1. Soni Mount (Yam); 2. Bill Millar (Suz); 3. Dan Moore (Mail).

Locey's back (to-back) at CRC Dunes MX

By Nanette Marie

VALENCIA, CA, NOV. 9

After a long layoff with a broken leg, Yamaha support rider Tim Locey has returned to action and proved that he is as strong as ever out at Indian Dunes, where he grabbed four motos and two Pro classes at the California Racing Club's regular Sunday motocross.

Locey started off his moto win streak in the Open Pro category. Mike White took the holeshot in the first moto, with Will Harper, Pete Snorteland, Locey and Bob Schulz tightly grouped behind. Snorteland moved quickly into second, with Locey following right behind into third, dropping Harper back to battle with Schulz. The leading trio pulled out a comfortable margin over the rest of the pack and Locey came into form. He surpassed Snorteland before the halfway point, then went to work on White. The International Yamaha rider held Locey at bay for four laps, but finally Locey cut inside on a sweeper, took over the lead on one of the new jumps through the old esses, and shut White off in the following corner. That was all she wrote for the front runners, and at the checkers it was Locey, White, Snorteland, Schulz and Harper.

In round two White took the holeshot once again, with Snorteland and Locey right there, but in this round Locey began to move much earlier on the leaders. He dispatched Snorteland within the first five laps, and got White in the next few, and ran off with the moto and overall victory. The big battle this time was for second, as White fought to hold off both Snorteland and Schulz. Snorteland had little trouble slipping past White, but by the time he pulled into second, Locey was gone. Snorteland motored around in the runner-up slot the remainder of the moto, and thus bagged himself second overall monies. White faded in the last third of the moto, and Schulz pressured him the remaining few laps. His late surge did get him past White, but it wasn't good enough to get him third overall, with his first moto fourth. Doug Taft and Harper went 5-6 in the moto, with Harper rounding out the top five overall.

Locey had to work even harder in the 250cc ride, though, and with a class of 16, there was plenty of compe-

tion. In round one Snorteland got out in front of Harper, Todd Clark and Jim Coffey, while Locey was back in sixth behind Rick Spampinato. Spampinato almost ruined Locey's chances on the very first lap as he lost it off a new jump, bounced off Locey in the air, and went all the way into the fences at the top of the esses before finally falling off the side of his Yamaha. Locey went into the next turn all out of control, tried to make the corner, and went down head first in a cloud of dust. By the time he picked it back up, he was in dead last. From there he began an all-out charge for the lead. He began picking riders off at the end of the pack at will, until he was up to the front runners late in the race. Then he had to work around Coffey, Clark and Harper before finally tangling with Snorteland. When it was all over, Locey had overtaken Snorteland as well, and had the moto win.

Round two was a lot easier on Locey as he stayed with the front runners right at the start, then moved into the lead before the halfway point, and went on to another win. Snorteland could only trail in second, but he still picked up the runner-up overall cash, while Clark and Harper battled for third overall. Clark slipped into third in the late laps, and took third overall.

The California Racing Club will be starting their series of qualifiers in the next few weeks for the Anaheim Amateur Supercross, with the first round to take place at Indian Dunes, then moving all over southern California. Check with CRC for further details, and keep an eye out in *Cycle News*.

Results

125 PRO: 1. Roger Hensley (Suz); 2. Mark Moscrop (Hon); 3. Darel Francis (Yam).
OPEN PRO: 1. Tim Locey (Yam); 2. Pete Snorteland (Yam); 3. Mark White (Yam).
250 PRO: 1. Tim Locey (Yam); 2. Pete Snorteland (Yam); 3. Todd Clark (Yam).
MINI NOV: 1. Brett Cavanah (Yam); 2. Danny Tunsman (Kaw); 3. Tony Alessi (Yam).
MINI INT: 1. Scott Marrison (Yam); 2. Michael Knapp (Yam); 3. Mouse McCoy (Yam).
MINI EX: 1. Robert Laughlin (Yam).
125 INT: 1. Doug Gentry (Yam); 2. Todd Broussard (Yam); 3. Dennis Hulen (Yam).
100 INT: 1. Rick Houghtaling (Suz); 2. Robert Laughlin (Yam); 3. Eric Silgero (Suz).
125 NOV: 1. Joe Lundren (Yam); 2. Todd Carmody (Yam); 3. Rob Querforth (Suz).
125 BEG: 1. Pat Owens (Yam); 2. John Flors (Suz); 3. Jerry Olivas (Yam).
100 NOV: 1. Bill Delgado (Suz); 2. Bruce Delgado (Suz).
100 BEG: 1. Kelly Virchow (Yam); 2. Richard Lloyd (Suz).
OPEN BEG: 1. Rob Antles (Kaw); 2. John Mazor (Yam); 3. Richard Anderson (Kaw).
OPEN NOV: 1. Mike Stepak (Hon); 2. Alan Lipsky (Kaw); 3. Dave Welty (Suz).
VETS JR: 1. Roger Plaskey (Yam); 2. Bob Barr (Yam).
VETS INT: 1. Tim Cash (Kaw); 2. Don Hobson (Suz); 3. Ron Cole (Suz).
VETS SR: 1. Bob Dunham (Yam); 2. Soni Mount (Yam); 3. Gary Willison (Mai).
OPEN INT: 1. Scott Kile (Mai); 2. Eddie Rea (Hus); 3. Tim Edmonson (Yam).
250 BEG: 1. Tom Webb (Hon); 2. Chris Jackson (Yam); 3. Doug Ashley (Suz).
250 NOV: 1. Steve Mandic (Kaw); 2. John Barnes (Yam); 3. Derek Bory (Yam).
250 INT: 1. Randy Johnson (Yam); 2. Donald Hobson (Suz); 3. Mikey Kell (Mai).

Storer, McGhee ice CMMC championships

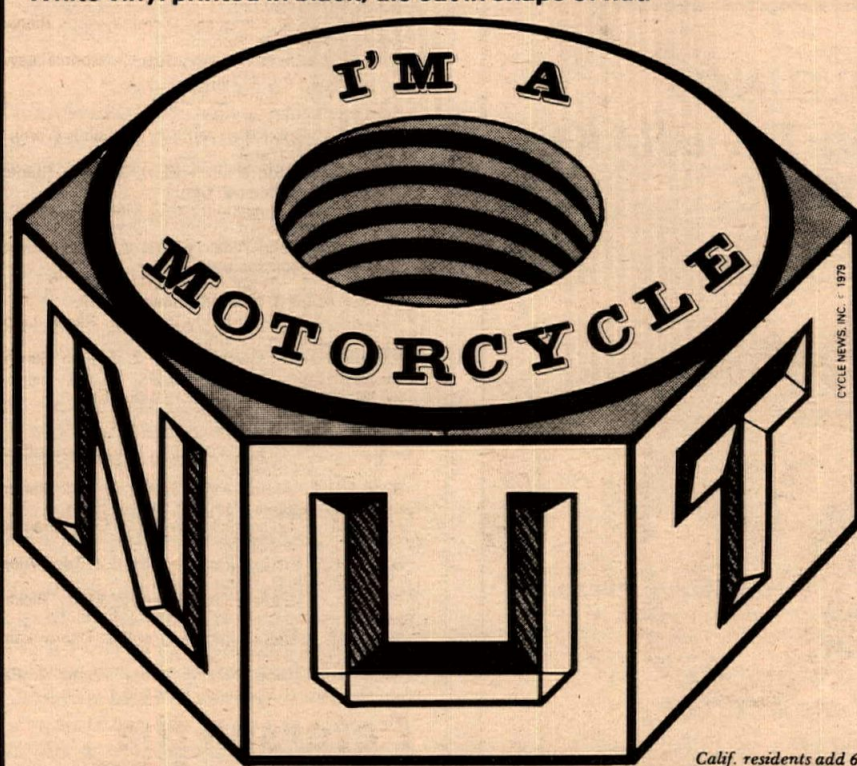
By Rod Eschenburg

SAN DIEGO, CA, NOV. 2

Kawasaki Motor Corp. rider Sam Storer took firsts in both the Stock and Modified Expert Minicycle classes at Barona Oaks Raceway to put the California Mini Motorcycle Club 1980 championship away with two races remaining. Seer Maxima Suzuki rider Kenny Dunlap once again took the 105cc Minis and looks to be the second place point rider in this special class which Storer has already cinched. 1979 CMMC Mini

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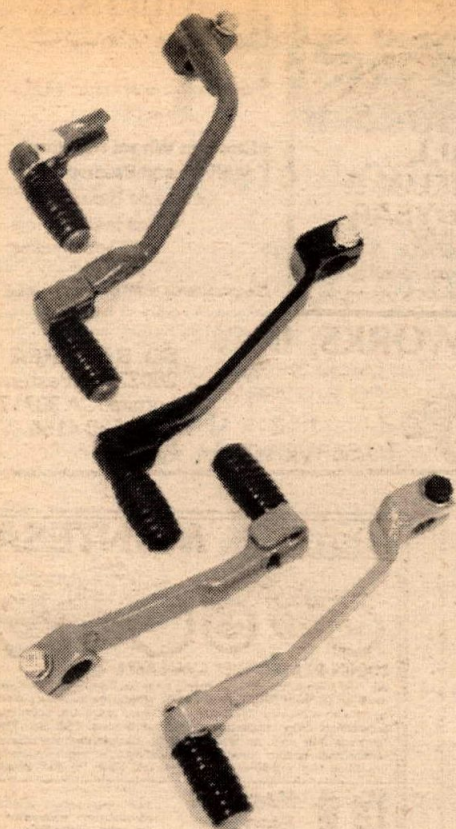
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Expert champ Ronnie Lechien's luck continued to be bad as he suffered mechanical problems in all but the Stock Mini Experts, where the "Racin' Machine" was able to squeak out a fourth for his best in a dismal day.

To no one's surprise, Maxima Oil Yamaha rider David McGhee has once again cinched the 125cc Expert championship as he scored a four straight blast of the ever growing Expert class. The Intermediate wins were divided between Guy Schmidt (Yam) and Arni Lemon (Yam) in the Stock and Modifieds, respectively, as both these fine youngsters continue their march toward the Expert class. And before we leave the 125cc motorcycles, how about new motorcycle rider Mitch Palmer who grabbed both the Modifieds and Stocks? Palmer, who has already forsaken the Minis in his first year of racing, went two for two in easy style in the Stocks and took the Modifieds in a come from behind tie-breaker over new phenomenon Clint Berger.

Moving back to the Minis, new rider Bader Manneh was once again awesome in the 12- to 16-year-old Mini Novices as there was just no competition at all.

Your reporter/announcer would like to thank Bob Brown for taking over the mike duties and doing a great job for Barona and us. Bob will be handling both of the November dates at Barona, and we do thank him very much. And finally, the CMMC annual "Super Banquet" is scheduled for Jan. 3 at the Elks Lodge in El Cajon, and if you have never attended one of these blasts, come on down for a real great evening.

Results

MINICYCLE CLASSES

STOCK EX: 1. Sam Storer (Kaw); 2. Kenny Dunlap (Suz); 3. Chris Swift (Yam).

MODIFIED EX: 1. Sam Storer (Kaw); 2. Tracy Meeks (Yam); 3. Bruce Bunch (Kaw).

SPECIAL 105cc MINI: 1. Kenny Dunlap (Suz); 2. Chris Swift (Yam); 3. Sam Storer (Kaw).

STOCK INT (12-16): 1. Mike Gilmartin (Suz); 2. Chris Taylor (Kaw); 3. Mike West (Kaw).

MODIFIED INT (12-16): 1. Chris Taylor (Kaw); 2. Mike West (Kaw); 3. Mike Gilmartin (Suz).

STOCK NOV (12-16): 1. Bader Manneh (Kaw); 2. Jimmy Palmer; 3. Cory Falter (Hon).

MODIFIED NOV (12-16): 1. Bader Manneh (Kaw); 2. Jimmy Palmer; 3. Charlie Sampson (Yam).

STOCK INT (9-11): 1. Frankie Brundage (Suz); 2. Scott Brown (Suz); 3. John Conney (Yam).

MODIFIED INT (9-11): 1. Scott Brown (Suz); 2. Frankie Brundage (Suz); 3. John Conney (Yam).

STOCK NOV (9-11): 1. Space Schriener (Yam); 2. Mike Craig (Yam); 3. Anthony Gorin (Suz).

MODIFIED NOV (9-11): 1. Space Schriener (Yam); 2. Matt Browne (Yam).

BEG (12-16): 1. Tim Zaleski (Suz); 2. Scott Greenwood (Yam); 3. Paul Masek (Hon).

MOTORCYCLE CLASSES

STOCK 125cc EX: 1. David McGhee (Yam); 2. Charles Harries (Kaw); 3. Scott Swift (Yam).

MODIFIED 125cc EX: 1. David McGhee (Yam); 2. David Hopwood (Hon); 3. Mike Dodge (Yam).

STOCK 125cc INT: 1. Guy Schmidt (Yam); 2. Donnie Harries (Kaw); 3. Rich Smith (Suz).

MODIFIED 125cc INT: 1. Arni Lemon (Yam); 2. Rich Smith (Suz); 3. Roger Hayes (Hon).

STOCK 125cc NOV: 1. Mitch Palmer (Suz); 2. Clint Berger (Yam); 3. Kevin Laird (Suz).

MODIFIED 125cc NOV: 1. Mitch Palmer (Suz); 2. Clint Berger (Yam); 3. Mark Angelo (Suz).

100cc INT: 1. Alex Leon (Suz); 2. Scott Richeson (Yam).

100cc NOV: 1. Mike Schuringa (Yam); 2. Frankie Brundage (Yam).

JUNIOR CYCLES

STOCK (9-11): 1. Scott Brown (Suz); 2. Ronnie Thomas (Suz); 3. Steve Hale (Suz).

MODIFIED (9-11): 1. Scott Brown (Suz); 2. Space Schriener (Yam); 3. Taylor Martin (Yam).

STOCK (0-8): 1. Jamie Conney (Yam); 2. Shane Spencer (Suz); 3. Dennis Dahlin (Yam).

MODIFIED (0-8): 1. Jamie Conney (Yam); 2. Shane Spencer (Suz); 3. Dennis Dahlin (Yam).

PEE WEE STOCK: 1. Dennis Dahlin (Ita); 2. Sean Thornton (Suz); 3. Travis Redd (Suz).

PEE WEE MOD: 1. Jamie Conney (Suz); 2. Dennis Dahlin (Ita); 3. Sean Thornton (Suz).

Sunday, each lasting one and a half hours.

The mighty Minis were the first on Saturday and it was Barry Crawford who held the lead from beginning to end on a Suzuki. When this lad is hot he's hot and he's been WFO all year. Bellflower Yamaha's Keith Senn held a comfortable second and these two Experts lapped all but two riders. Claiming third overall and first Amateur was Shannon Shamblin (Yam) and fourth overall, first Novice, went to G.W. Kindelberger on a Kawasaki. Jeff Frazier (Yam) and Travis Allison (Kaw) gave each other a good ride while earning second and third Novice honors. Scott Carter (Yam) took an easy first Beginner while Shawn Delvenne and Kevin Brown placed 2-3.

The Odyssey/Tri-Moto overall went to Keith Senn on a Ken Kendrick-sponsored 125cc Tri-Moto. Senn was threatened once by Chris Neil on a modified Odyssey but hung on for an easy win. Neil battled the last lap with Mike Kelley on his self-sponsored Tri-Moto right to the finish where the Odyssey took the checkered just yards in front of Kelley. Beverly Carr aced Debbie Kendrick for first girl.

The 200cc race climaxed Saturday's events and Expert Jerry Trimble showed his expertise by taking an easy overall win. In the first lap, it appeared as if Robert Miller (Yam) and Roy Porter from Premier Yamaha would give Trimble a run for his money. But Porter dropped out and Miller dropped back into a comfortable second, first Amateur. At this point the real race was between the second and third Amateurs battling for third overall. Jon Speight (Yam) and John Esposito (Yam) continued their battle for the entire 90 minutes and finished in that order. Dan Sullivan (Yam) took an easy first Novice but tried in vain to pass Amateur Matt Briggs for better position. Jeff Baker claimed second Novice and it was top Beginner Kevin Freymeyer who gave him his money's worth. They were side by side and still on it as they took the checkered. Bud Massaci (Kaw) took second Beginner followed by Gerald Fasold (Hon) and Darin Gonzales (Suz).

Sunday featured the big bikes and Mark Asbury (Kaw) ran away with the Open class. On the first lap, leaders Asbury, Mike Drown, Keith Fearing (C-A), Hobart Bowers, Stepen Vin Curek (Suz), Billy Nash and Charles Sanner (Mai) were fairly close. From the second lap on Asbury was untouchable, creating a tremendous lead. Fearing suffered a hard get-off but managed to finish the race. The pack following Asbury were all Amateurs and provided each other with good stiff competition before finishing in that order.

"Dirty Harry" Thornburg took an easy first Novice followed by Tom Taylor (KTM) and Larry Stower (Hus). Top Beginners were William Banuelos, Scott Whitehead and Andre Butcher.

Lynn McGraw from Rustan Yamaha never ceases to amaze his fellow Seniors and in today's race the man was unbelievable. McGraw got the holeshot but a hundred yards from the start he pulled over and was passed by the entire pack. As unlikely as it may seem for a rider like McGraw, he had forgotten to turn on his gas.

On lap one, the jump coming into the finish area found McGraw (Open) and Vern Heth (250cc) side by side and already creating a lead over the pack. Heth stayed with McGraw for several laps before settling into an easy second overall, first 250cc position. Cliff Stevens, riding his new Performance Cycle Can-Am in the Open class, start-

SRA plays two days at DeAnza

By Sue Senn

SUNNYMEAD, CA, NOV. 1-2

The Southland Racing Association's special two-day event featured a total of six races; three on Saturday and three on

ed on the Novice line and continually moved up until he captured the third spot on the last lap when he passed Open rider Clifton Wood (Yam). "Weird Harold" Soens took second 250cc, fifth overall followed by Gary Little who was first 125cc Amateur. Jack Baird, on an Open Maico, took second Novice followed by second 125cc Amateur Ken Kendrick (Yam). First Beginner went to a 250cc rider, Greg Carter on a Yamaha.

The long weekend was climaxed with the 250cc race and Phil Thorstensen (Yam) aced Craig Adams (KTM) for this overall. At one point Thorstensen had over a minute's lead on Adams and was still widening the gap. Thorstensen did everything right, making this his day. He made it look easy as he smoothly maneuvered the long, dusty course.

Two riders who gave each other a good race were Expert Karl Davis and Amateur Robert Miller until Davis laid it down on the sixth lap. Miller went on to claim third overall, first Amateur followed by the third Expert, Don Miller. Charles Montilepere took second Amateur followed by two Experts, Davis and Dale Frazell. First Novice Rob Hall claimed eighth overall. Jeff Bare and Doug Fraser were second and third Novices and finished 13th and 14th. First Beginner David Knapik finished 22nd overall and was followed by Bill Farrow and Tim Quinn.

Mini "XRbition" at Corona MX

By Ron Lawson

CORONA, CA, OCT. 31

Halloween night at Corona Raceway saw several interesting events. Topping the list was the monthly Honda XR75/80 race sponsored by Malcolm Smith and Track and Trail.

This week the class for the big kids (15 and over) had a new winner. Richard Hoffman took his 80 to two second place finishes, taking the win with consistency. The first moto was won by Andy Northrup, who came up from behind, passing Hoffman in the process. Kinney Jones also had to make up distance after a rotten start, but he managed a third by the end of the moto.

From flag to flag in the second moto it was Scott Wilkinson on top. Northrup, who was riding in spite of a broken arm, started in second but was passed on the second lap by Rick Atkins. Atkins has been the king of the XRs in recent months, and was leading the first moto in the early laps, but he wound up going down in both rounds. Hoffman was the man to move into second when Atkins dropped back in the late laps of round two and when the checkered flag came out, Hoffman's 2-2 score was good enough to net him the Malcolm Smith gear bag and all the other goodies that came with the win. The XR class for younger riders was taken by Gary Dent.

Other big events for the night included a \$25 award to the rider wearing the best costume while riding. That went to Ron Stearns and his cheerleader outfit. Stearns also took a second overall in the 125cc Novice class, winning the second moto in the process.

For 10 high schools in the area, Halloween marked the official start of the high school MX season. Although the Todd Miller Memorial race is actually the first Corona HSMX every year, it doesn't carry any points towards the

year end championship. North High was the runaway winner of the opener, netting almost twice as many points as second place Hemet High. Leading the North team to victory was John Mazzacane (Yam) who topped the 250cc Senior class. Mazzacane went 2-1 for the win, capitalizing on the second moto DNF of Pat Weber (Suz), who rides for Upland.

The 100cc classes also gave North an advantage. Art Duarte (Yam) took both motos of the Intermediate class over teammates Doug Northcull (Yam) and Phil Pia (Yam). In the 100cc Novice class North's Tim Greenstreet (Kaw) traded wins with Poly's John Kish for the win.

Results

XR-15: 1. Gary Dent (Hon); 2. Danny Schonover (Hon).

XR + 15: 1. Richard Hoffman (Hon); 2. Andy Northrup (Hon); 3. Scott Wilkinson (Hon).

MINI BEG: 1. Mike Dodge (Hon); 2. Jim Moon (Yam); 3. Kelly Stroud (Suz).

MINI NOV: 1. Steve West (Suz); 2. Ken Clifton (Suz); 3. Dave Roach (Yam).

MINI INT: 1. Steve Morehouse (Kaw); 2. Mike Schexnyder (Yam).

125 BEG: 1. Lance Felnagle (Yam); 2. Chris Allec (Yam); 3. John Piper (Suz).

125 NOV: 1. Rusty Taffinger (Yam); 2. Ron Stearns (Yam); 3. Mark Milam (Yam).

125 INT: 1. Jack Scott (Yam); 2. Brent Rouhe (Yam); 3. Craig Cable (Yam).

125 PRO: 1. Brent Blount (Yam); 2. Mike Edson (Yam).

250 BEG: 1. Bruce Harrow (Suz); 2. Sam Oropallo (Yam); 3. Bob Greenstreet (Yam).

250 NOV: 1. Tom Case (Suz); 2. Dave Whatley (Hon); 3. Darrin Yenzler (Hon).

250 INT: 1. Ron Lawson (Suz); 2. Scott Denny (Suz); 3. Mike Wilkinson (Yam).

250 PRO: 1. Hank Seppenwoolde (Hon); 2. Pat Weber (Suz); 3. Craig Edwards (Yam).

OPEN NOV: 1. Mike Tucker (Yam); 2. Ed Boyd (Suz).

OPEN INT: 1. Jay Conaway (Yam); 2. Mike Cochran (Yam).

HIGH SCHOOL

MINI NOV: 1. Kurt Strand (Kaw); 2. Mike Dondel (Kaw); 3. Tony Martinez (Kaw).

MINI SR: 1. James Conti (Hon); 3. Scott Mapes (Kaw); 3. Craig Ponder (Yam).

100 NOV: 1. Tim Greenstreet (Kaw); 2. John Kish (Yam); 3. Mike Mahan (Hon).

100 INT: 1. Art Duarte (Yam); 2. Doug Northcull (Yam); 3. Phil Pia (Kaw).

125 NOV: 1. David Jann (Suz); 2. Gus Kopp (Yam); 3. Bob Hedeman (Hon).

125 INT: 1. Dale Dondel (Yam); 2. Mitch Gabriel (Suz); 3. B. Frank (Kaw).

175 INT: 1. David Jann (Suz); 2. Charles Gurbino (Yam); 3. Andy Packwood (Yam).

250 NOV: 1. Harley Lawrence (Yam); 2. Robert Wedner (Hon); 3. Walt Vanderlinden (Hus).

250 SR: 1. John Mazzacane (Yam); 2. Bill Scott (Yam); 3. Pat Weber (Suz).

OPEN NOV: 1. Robert Wedner (Hon); 2. Walt Vanderlinden (Hus); 3. David Neville (Hon).

OPEN SR: 1. Pat Weber (Suz); 2. John Mazzacane (Yam); 3. Bill Scott (Yam).

Stubby bests Pitter at OTHG MX

By Lizard Lou Sorensen

SUNNYMEAD, CA, OCT. 19

As a beautiful day dawned on DeAnza Cycle Park, the few Over the Hill Gang members in attendance wondered where the rest of our club was. Wherever you were, you missed some fantastic racing on a well-prepared, demanding track full of jumps, double jumps, uphill and downhill. We are scheduled to be back here Nov. 30 and if the same guys miss out again... well, I just feel sorry for you.

Stubby Steve ran away with the Expert win while El Presidente Pitter Pat held on for second place.

The holeshot king of the Amateur class, Jinx Jerry did it to us again, and though we all took turns bumping his rear knobby he took the win followed by Lizard Lou and Dippy Del.

The old news of the day was the Intermediate class: Kwik Keith first, Buggs Bill second, and Bang Bang Bobo third.

The New Hotshoe Award in the Novice class goes to Junk It Jess, who smoked everyone for first place. Jumpin' Jack took second and consistent Downer Darrel placed third.



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NORTHERN DATELINE

OR vs. CA at
Medford Motocross

By Delbert Longbrake

MEDFORD, OR, NOV. 11

The 1980-81 motocross season got off to a good start at the Medford Motocross with good racing and excellent track conditions.

Racing at the Medford Motocross could actually be called the Oregon-California challenge races because a battle always seems to develop between an Oregon and a California rider for first place. The first time this happened during the day was in the Mini Expert class.

Rio Dell, CA, rider Don Church and Medford, OR, rider Robbie Blagg pulled out of the starting gate side by side in their first moto, but Robbie soon took his Specialty Cycle Yamaha out in front. Church tried to get around Blagg, but each time he tried, he would find the door slammed in his face by the determined Blagg.

The battle continued down to the white flag and with one lap to go, it appeared Blagg was in control. The two future stars brought their race to a fast right-hand corner only 20 feet from the checkered flag and Robbie stuffed his machine into a berm, ready to rocket to the flag.

But somehow, all that happened was Robbie augering into the berm on his head. Church rode the 20 feet to the flagman for first. Robbie picked his machine up and pushed it across for second place ahead of third place rider Rick Lee.

In the second moto, Blagg again pulled ahead of Church and this time stayed on top of his Yamaha's two wheels all the way to the flag for first. Church brought his Richard Miller-sponsored Yamaha in for second.

The spectators were happier than a pig in a mudhole on a hot summer day when they found out that Larry Hooper was racing on his home track. Larry first rode in the 250cc Pro class on his "For Sale" Yamaha.

The 250cc Pros pulled onto the track with Larry in first place followed by Ron Haskett who was riding his KTM. Interestingly enough, 50% of the class was made up of KTMs.

Larry quickly put his Yamaha's cruise control into "F" for fast and easily won the moto. Haskett remained in second throughout the moto while Tim Phillis held third.

The second moto saw Ron Haskett pull a holedshot, and then lead the class for three laps. At that time, Larry once again pulled by for first which is where he stayed until the flag. Haskett followed for second with Randy Pekarek placing third.

The Open Pro class again saw Hooper riding, this time on his big Maico, and again he led the first moto from start to finish. Behind Larry was Eureka, CA, rider Rod Nordstrom and local KTM ace Clark Gardner.

The second Open Pro moto was another of those California vs. Oregon races. By the time the Open class ran their second moto, it was starting to get dark, but the Californians saw only brightness when their rider, Nordstrom, took his Pacific BMW Yamaha into the early lead ahead of Hooper. The Oregonians paid little attention to this, thinking Larry was simply playing with Rod. The Californians started gathering at the start-finish to wave Rod on. Not to be outdone, the Oregonians gathered in their own group to wave Larry on.

The crowds grew and became noisier with each lap, and when Larry

started catching up with Rod, the Oregon side was elated. But their smiles turned to scowls when Larry stalled his Maico giving Rod a new lease on life. The Californians were jubilant as they watched their rider stretch his lead.

Larry restarted his scooter and began to track down "Rapid Rod" and before long, he was again on the Yamaha rider's rear fender. But who knows what evil lurks in the minds of California motocross riders? Larry Hooper knows!

As Larry passed the Oregon crowd, he received a large cheer and a hardy "hi-ho!" But when he passed through the California section, not even Larry could believe what he saw. As he passed, three Californians pulled their leathers down and gave him the royal salute.

Larry was able to pull around Rod and finish the moto in first place. Both riders were cheered by all who were present as they came across the finish line.

Results

125 PRO: 1. Warren Sorahan (Yam).
250 PRO: 1. Larry Hooper (Yam); 2. Ron Haskett (KTM); 3. Randy Pekarek (KTM).

OPEN PRO: 1. Larry Hooper (Mai); 2. Rod Nordstrom (Yam).

PEE WEE: 1. Andy Byrd (Yam); 2. Marc Cobb (Suz).
MINI JR: 1. Robbie Walker (Suz); 2. Robbie Miquel (Yam); 3. Tony Cobb (Suz).

MINI INT: 1. Cliff Murray (Suz); 2. Shon Hart (Yam).

MINI EX: 1. Robbie Blagg (Yam); 2. Don Church (Yam).

MINI SR: 1. Troy Davis (Suz).

100 JR: 1. Don Church (Yam); 2. Kevin Casey (Suz).

125 JR: 1. Mark McCarty (Hon); 2. Mike Russell (Kaw); 3. Mike Begley (Mai).

125 INT: 1. Rex Haskett (Suz).

250 JR: 1. Clayton Grier (Yam); 2. Jack Hudson (Hon); 3. Gene Miller (Hon).

250 INT: 1. Devin Madison (KTM); 2. Dray Ellison (Yam).

OPEN JR: 1. Scott Elder (Mon).

OPEN INT: 1. Joe Stagg (Mai).

OLD TIMERS: 1. Fred Pariani (Yam); 2. Rick Byrd (Yam); 3. Jeff Hensler (Yam).

Nelson nails CMC
Huron MX

By Jerry Parsons

HURON, CA, NOV. 2

Huron's fast and ragged sand track took its toll on many riders, but at the end of the day, 125cc Pro Jon Nelson and 125cc Intermediate Jeff Stalling stood the victors.

The 125cc Pro class blasted off the line with Nelson setting a blistering pace that would carry him to a win 15 laps later. Jim Reese (Hon) and Chris Bennincosa (Suz) both shot hard at Nelson's feet as they coped with the Huron sand. By lap four, Tracy Knight (Yam) had moved into the action and took over third spot with Dave Furrer (Yam) on his tail.

Randy Johnston (Mug) was putting pressure on equally as hard as he overtook Furrer during lap six to take over fourth position. Nelson's lead continued to stretch as he used his skill in the sand to leave the pack.

The second moto started with Nelson again pulling an early lead. Knight started his fight early and pushed at Nelson's rear fender. Bennincosa and Henry Armenderiz (Yam) both fought hard to keep pace with the leaders as they held third and fourth respectively. By lap three, Armenderiz had found a fast line and moved by Bennincosa to take third position. By lap five, Bennincosa had begun to pass again, and Reese moved into fourth position, which he held for three laps before dropping out.

Lap 11 started to take its toll on the riders as Armenderiz slipped by Knight to take away second place. This swap lasted for one lap before Knight overtook Armenderiz to regain second.

Nelson stretched his lead in front of the pack as he took the checkered and the victory. Knight finished second and Armenderiz third.

The 125cc Intermediate class rounded the first turn with Wayne Schott (Suz) pulling an early lead. Shawn Holahan (Yam) and Bill Blair (Suz) both followed hard in Schott's tracks as the sand course became rougher. Soon afterward, Holahan was out of the race leaving Blair in second with Mike Scruggs (Hon) charging in for third. By lap three, Steve Lacey (Suz), who had suffered from a bad start, was moving through the pack to overtake second position. Two laps later saw Lacey holding the lead with Schott dropping to second.

Soon, many riders began to feel the pressure of the sand track as many dropped out of the race. By mid-point in the moto, Blair began to feel ill as he dropped from the top running. John Stallings moved into third and began chasing Schott. By lap six, Stallings made his way by to finish in second position followed by Schott, Lacey the winner.

The second moto started with Schott pulling a repeat of his first moto lead, only this time followed by Lacey. Lacey was making his move early in this moto and pressing hard for a win. Ken Rames (Yam) was also pressing hard as he held onto third position. By lap three, Lacey had made his move and overtaken Schott for the lead.

The next lap saw bad luck for Lacey as he went down, leaving him out for the remainder of the race. Stalling was quick to pick up on the misfortune and made his move past Schott for the lead. Holahan, who suffered a poor start, was moving rapidly through the pack as he moved up on Schott whom he overtook for second. Stalling finished first with Holahan second and Schott third.

Results

ATC: 1. Tony Williams; 2. Terry Sanders; 3. Shaun Stalling.

MINI JR: 1. Tony Toste (Yam); 2. Kirk Johanns (Suz); 3. Ken Shirley.

INT: 1. Steven Day (Suz); 2. Darcy Hernandez (Kaw); 3. Greg Anderson (Suz).

EX: 1. Lee Duncan (Yam).

100 JR: 1. Lou Henderson (Suz); 2. Rodney McKinney (Suz); 3. Brian Walker (Suz).

INT: 1. Del Criswell (Suz).

125 JR: 1. Ken Bookout (Hon); 2. Lionel Delaware (Hon); 3. Rick York (Hon).

125 INT: 1. Jeff Stallings (Suz); 2. Shaun Holahan (Yam); 3. Wayne Schott (Suz).

250 INT: 1. Mark Nelson (Suz); 2. Raul Hubert (Hon); 3. Jerry Parsons (Suz).

OPEN JR: 1. Jeff Quich (Yam); 2. Mike Kearn (Suz); 3. Jeff Brooks (C-A).

INT: 1. Harry Boudakian; 2. Jim Holmes.

125 PRO: 1. Jon Nelson (Yam); 2. Tracy Knight (Yam); 3. Henry Armenderiz (Yam).

250 PRO: 1. Tim Worth; 2. Chip Chapman (Hus); 3. Rob Martindale (Hon).

Coupe stars at
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Coupe, well-mated to his Maico, really made it move coming up from midpack the second time out to score another solid first. Brian Jodry (Suz) got around McNamara to cross the finish line third in the first moto, but in moto two, Jodry proved his prodigious strength and ability by maintaining his pace in spite of the fact his front wheel was disintegrating and becoming very unstable. Not only did Jodry keep his machine in the race, but he held onto second place in front of the very capable Wood who was forced to accept the third place finish.

Jim Ellis (Yam) holedshot moto one of the 250cc Experts with Coupe, Wood and Pat Wilson lined up behind. Ellis did not reappear from the waterfront on schedule and Wood took over the lead when Coupe's chain derailed at about that same time. Wood's claim to first place became much stronger when Coupe's chain derailed a second time, although Allen Berluti was quickly moving up on Wilson. At the finish line it was Wood first, Berluti second and Brad Emery across for third.

Wood pulled out ahead right off the start in the second moto and rode in relative peace leaving a mad scramble for second amongst the next eight riders. Coupe emerged in second place during the second lap and began pursuing Wood. With the chain problem solved for the moment, Coupe made up the distance and passed Wood to claim first place. Ellis, riding hard from a 12th-place start, was third at the finish line.

Danny Chandler (Hon) was the dominating force in both 125cc Expert motos, taking the lead early in the game and carrying on to a very comfortable first across the finish line. If Chandler felt any heat from behind, it was from George Holland III (Suz) who came off the line ahead of him and rode a very strong second both times out.

Rodney Smith (Yam) was the third-place rider for the duration of the first moto with Scott Rebeck (Suz) moving up from midpack to challenge him in fourth. Rebeck got a better start in the second moto and was trying to put a move on Holland by moto's end. It will be interesting to see what Rebeck will do when he trades his worn-out bike for something with a little more punch.

Results

125 EX: 1. Danny Chandler (Hon); 2. George Holland III (Suz); 3. Scott Rebeck (Suz).

250 EX: 1. Dave Wood (Yam); 2. Jim Ellis (Yam); 3. Brad Emery (Yam).

OPEN EX: 1. Dave Coupe (Mai); 2. Brian Jodry (Suz); 3. Dave Wood (Yam).

125 JR: 1. Brian Magee (Suz); 2. Mike Halliday (Hon); 3. Paul Duchscher (Yam).

250 JR: 1. Brian Magee (Suz); 2. Donnie Poetzch (Yam); 3. Randy Collins (Yam).

OPEN JR: 1. Scott Dorman (Mai); 2. Dave Coker (Yam); 3. Ron McClinton (Mai).

125 NOV DIV I: 1. Billy Brazil (Yam); 2. Ted Stec (Suz); 3. Steve Magnani (Suz).

125 NOV DIV II: 1. Ricky Kirby (Hon); 2. Brett Cahors (Yam); 3. John Roitinger (Yam).

250 NOV: 1. Jim Carpenter (Hon); 2. Joey Brazil (Yam); 3. Steve Magnani (Suz).

OPEN NOV: 1. Matt Arena (Yam); 2. Ray Seanis (Mai); 3. Tom Cargile (Mai).

100 NOV: 1. Rick Carrel (Suz); 2. Lance Ribenburg (Yam).

100 JR: 1. Terry Callahan (Suz).

WOMEN NOV: 1. Jeanie Morgan (Yam); 2. Patti Morgan (Yam); 3. Pam Wahi (Yam).

WOMEN JR: 1. Marcy Lewis (Suz).

80 NOV: 1. Todd Mitchell (Yam); 2. James Cunningham (Yam); 3. Frank Wieder (Yam).

80 JR: 1. Eric Liddell (Yam); 2. Scott Schubert (Yam); 3. Chris Plain (Yam).

80 EX: 1. Tim Aston (Yam); 2. Greg Michalec (Suz).

VET NOV: 1. Jim Swanson (Mai); 2. Ralph Halford (Mai); 3. Bernie Franza, Sr. (Yam).

VET JR: 1. Frank Sterken (Mai); 2. Jack Leiseiz (Mai).

VET EX: 1. Jim McClinton (Mai); 2. Buzz Presser (Hus).

OT NOV: 1. Gene Wells (Kaw); 2. Robert Wood (Suz); 3. Paul Cahors (Yam).

OT JR: 1. C.J. Heinrich (KTM); 2. Lucky Kirby (Hon); 3. Mike Hackett (Mai).

OT EX: 1. Dick Mann (Hon); 2. Bill McClinton (DMS); 3. Jerry Jackson (Mai).

Central Pipeline

Harrison wins three at Ross Downs season closer

By Michael S. Lussem

COLLEYVILLE, TX, NOV. 1
Like Babe Ruth, Greg Harrison pointed to the track and said "I'm going to win three tonight," and so he did! Sparse attendance at the season's closer, by both riders and fans, signalled the end to great motocross and short track racing for the autumn.

The 125cc class was combined with the Open Sportsman MXers and gave Greg Harrison his first win of the evening. Harrison, aboard his XR250 "moto-thumper," had no competition from the other Open riders, but was pushed for several laps by Dodd Dyson's Clark Wheeled Sports Suzuki 100. Harrison's Motorcycle Specialties/Remington Enterprises Honda then took flight and he wheeled across the line for the win. Dyson, who had been absent from Ross Downs competition for the last several months, came in for the top spot in the 125cc class.

The Automatic Micro short trackers were led once again by five-year-old Greg Teague (Suz) as he put his little bike into the winner's circle for the last time this season. Greg's dad plans to take the little guy to Florida this winter for the Mini Bike Nationals.

The 250cc Sportsman oval riders took the track and everyone was watching Greg Harrison's Honda CR to see if he'd make good on his boast. But no boast, just fact, Harrison was too fast to catch. Wendell Burton, a Ross Downs favorite, put his Yamaha into a hard-fought second over David Thompson's Thompson Masonary-backed Yamaha.

The Open class could have been Harrison's undoing as he was pitted against Alan Black's Triumph 750, but Black, who had won the heat race, missed a couple of shifts, slipped the groove and eventually retired. Harrison breezed his Honda XR500 to his third and final win of the evening.

Some of the best hot shoes in north Texas lined up to contest the 250cc Expert main. National number holder Terry Poovey was again there on his Dallas Honda CR-based machine and an audible sigh went up from the racers. Poovey has been a consistent winner ever since the Winston Pro Series finals and just like so many weeks before, Poovey rocketed to the lead leaving the riders and fans with their collective mouths open. No one came close to the "Pooh-Bear," but a contest was developing in the pack between young T.J. Houghton and his Carters Yamaha, Kenny Tolbert (Yam) and Eddie McCoy (Bul). Houghton, who's just 16, held the groove better and took the second-place check as Poovey grabbed first.

Many Ross Downs regulars will not be hanging up their helmets for the winter as Royal Sherbet will be conducting the annual Pit Bike MX series indoors at the Will Rogers Coliseum complex in Ft. Worth. See you there!

Results

MOTOCROSS
YOUTH MINI MX: 1. Donnie Strain (Yam); 2. Ronnie Camp (Hon); 3. Frank Libeau (Yam).
125/OPEN SPORTSMAN: 1. Greg Harrison (Hon); 2. Dodd Dyson (Suz).
SHORT TRACK
MICRO MINI: 1. Greg Teague (Suz); 2. Kris Wise (Ita); 3. Cory Wilson (Suz).
80: 1. Alan Powers (Yam); 2. Chrissa Douglass (Yam).
250 SPORTSMAN: 1. Greg Harrison (Hon); 2. Wendell Burton (Yam); 3. David Thompson (Yam).

OPEN: 1. Greg Harrison.
250 EX: 1. Terry Poovey (Hon); 2. T.J. Houghton (Yam); 3. Ken Tolbert (Yam).

Cook wins big at Ross Downs MX

By Michael S. Lussem

COLLEYVILLE, TX, OCT. 25
Under a big yellow harvest moon, the big yellow Suzuki of Ed Cook was taken to the limit and won both the MX "Dash for Cash" and the 125cc class at Ross Downs tonight. The young racer looked especially mature as he faced stiff competition from Steve Purdue (Yam) and Mark Hargis (Suz). Cook developed a tremendous lead after the third lap and became uncatchable.

The last event of the evening in MX was the Over 30/Open Sportsman combined. Greg Harrison on his Motor Cycle Specialties/Remington Enterprises XR250 Honda took the overall win and found little challenge in his class.

The short track classes started out slow, but what a finish! Greg Teague (Suz) continued his domination of Tim Kay (Suz) in the Micro Mini class. Teague, who has had outstanding success this last half of the season, put it to Timothy once again.

The 80 and 125cc classes were combined, but motor trouble in the main sidelined both Jimmy Tarlton (Yam) and Tubby Dotson (Yam), so the race belonged to Alan Powers' Yamaha 80. Chrissa Douglass (Yam), Ross Downs' only remaining racer of the female persuasion, finished an excellent second.

The 250cc Sportsman race was one of new machinery and talent over older machinery and talent, so it was bound to be good — and it was! Greg Harrison took his new Honda CR250-based tracker to the win over Mike George's and Wendell Burton's older Yamahas. But Harrison didn't receive a "gimme" as George and Burton pushed him hard all the way.

Harrison came back in the Open class to face Sammy Sweet out of Houston. Sweet, who is only 15, took his Yamaha 360 to the win over the older Harrison's Honda XR500.

The 250cc Expert race looked to be a walk for the Trophy Dash winner, Terry Poovey (Hon), but it wasn't to be. The National number holder experienced apparent transmission problems and found that the parade had passed him by. Another National number carrier, Steve Gullledge, took his Dallas Yamaha/Ray-Sue Racing bike to the front and never looked back. And it was good that he didn't as T.J. Houghton's Carters Yamaha and James "Gomer" Pyle's Bultaco were within inches of Gullledge's rear fender. At the finish line it was Gullledge by a wheel over the bikes of Houghton and Pyle.

Results

MOTOCROSS
YOUTH MINI: 1. Randy Sloan (Yam); 2. Dan Crow (Suz); 3. Donnie Strain (Yam).
125: 1. Ed Cook (Suz); 2. Steve Purdue (Yam); 3. Mark Hargis (Suz).
OVER 30/OPEN SPORTSMAN: 1. Greg Harrison (Hon); 2. Jason Scott (C-A); 3. J.V. Franklin (Bul).
DASH FOR CASH: 1. Ed Cook (Suz).
SHORT TRACK
MINI AUTOMATIC: 1. Greg Teague (Suz); 2. Timothy Kay (Suz).
80: 1. Alan Powers (Yam); 2. Chrissa Douglass (Yam); 3. Trace Polson (Yam).
250 SPORTSMAN: 1. Greg Harrison (Hon); 2. Mike George (Yam); 3. Wendell Burton (Yam).
OPEN: 1. Sammy Sweet (Yam); 2. Greg Harrison (Hon).
250 EX: 1. Steve Gullledge (Yam); 2. T.J. Houghton (Yam); 3. James Pyle (Bul).
TROPHY DASH: 1. Terry Poovey (Hon).

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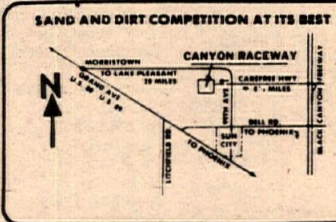
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See Calendar Section For Full Details

WHERE THE DESERT RACER RATES!

CALENDAR

CHAMPIONSHIP EVENTS

1980 Dragbike! Drag Race Series

11/22-23 National Finals
Gainesville, FL

1981 AMA/Winston Pro Series (tentative)

2/7 Houston, TX/TT
2/8 Houston, TX/ST
3/8 Daytona Beach, FL/RR
4/4 Sacramento, CA/M
5/3 San Jose, CA/M
5/9 Gardena, CA/H-M
5/16 Oklahoma City, OK/ST
5/17 Oklahoma City, OK/H-M
5/30 Louisville, KY/H-M
6/1 Elkhart Lake, WI/RR
6/6 Harrington, DE/H-M
6/14 Roosevelt, NY/H-M
6/21 Loudon, NH/RR
6/26 Hinsdale, IL/TT
6/28 Columbus, OH/H-M
6/28 Braselton, GA/RR
7/4 Topeka, KS/H-M
7/11 Cedar Rapids, IA/H-M
7/19 Monterey, CA/RR
7/25 DuQuoin, IL/M
8/7 Hinsdale, IL/ST
8/9 Peoria, IL/TT
8/16 Pocono, PA/RR
8/22 Tulsa, OK/H-M
8/29-30 Indianapolis, IN/M
9/13 Syracuse, NY/M
9/20 San Jose, CA/M
9/26 Gardena, CA/H-M
10/4 Sonoma, CA/RR

1981 AMA National Championship MX Series (tentative)

3/29 Sacramento, CA/125-250
4/5 Orange, CA/125-250
4/12 Sonoma, CA/125-250
5/3 Atlanta, GA/125-250
5/17 Southwick, MA/250-500
5/24 Mt. Morris, PA/250-500
6/7 St. Petersburg, FL/250-500
6/14 Castle Rock, CO/250-500
6/28 Binghamton, NY/125-500
7/5 Buchanan, MI/125-500
8/2 Washougal, WA/125-500
8/16 Carlsbad, CA/125-500

1981 AMA Super-cross Series (tentative)

1/31 Anaheim, CA
2/14-15 Seattle, WA
2/28 Atlanta, GA
3/7 Daytona Beach, FL
3/13-14 Houston, TX
4/25-26 Pontiac, MI
5/9 Kansas City, MO
7/11 Los Angeles, CA
10/24 San Diego, CA

1981 Trans-USA MX Series (tentative)

9/20 Lexington, OH
9/27 Buchanan, MI
10/4 Atlanta, GA
10/11 New Berlin, NY
10/18 Sonoma, CA

1981 Drag Race Schedule (tentative) NHRA/NMRA

3/12-15 NHRA Gatornats. (Pro Stk. only)
Gainesville, FL
4/25-26 NHRA Southern Nats. (Top Fuel only)
Atlanta, GA
5/2-3 NMRA Southeastern Nats., Gainesville, FL
5/23-24 NMRA Spring Nats. Epping, NH
6/13-14 NHRA Spring Nats. (Pro Stk. only)
Columbus, OH
6/27-28 NMRA Midwestern Nats., Cincinnati, OH
7/18-19 NHRA Summer Nats. (Pro Stk. & Sup. Elim.)
Englishtown, NJ
8/8-9 NMRA Golden State Nats., Fremont, CA
8/22-23 NMRA Longhorn Nats. Ft. Worth, TX
9/5-7 NHRA U.S. Nats. (Top Fuel & Sup. Elim.)
Indianapolis, IN
10/3-4 NMRA U.S. Nats. Atco, NJ
10/17-18 NHRA Winston World Finals (Top Fuel only)
Ontario, CA

Dragbike!

3/5-7 Orlando, FL
4/4-5 Commerce, GA
6/5-7 Cincinnati, OH
6/27-28 Rising Sun, MD
7/10-12 Baton Rouge, LA
8/1-2 Union Grove, WI
8/7-8 Belle Fousche, SD
9/5-6 Cicero, NY
9/19-20 Columbus, OH
10/24-25 Jackson, TN
11/28-29 Gainesville, FL

IDBA

4/18-19 Gulfport, MS
5/16-17 Darlington, SC
6/6-7 Louisville, KY
8/15-16 Cleveland, OH
9/12-13 Houston, TX
10/10-11 Gulfport, MS

1981 SCORE Race Schedule

2/6-8 Parker 400
Parker, AZ
3/20-22 Mexicali 250
Mexicali, Baja
California, Mexico
4/17-19 Barstow
Barstow, CA
6/5-7 Baja Internacional
Ensenada, Baja
California, Mexico
8/20-23 SCORE Off Road
World Championship
Riverside Intl. Raceway,
Riverside, CA
9/25-27 SCORE Off Road
Championship
Golden State Intl.
Raceway, Sonoma, CA
11/3-6 Baja 1000
Ensenada to La Paz,
Baja California, Mexico

1981 World Championship Road Race Series (tentative)

3/22 Buenos Aires, Argentina
4/26 Salzburg, Austria
5/3 Hockenheim, Germany
5/10 Monza, Italy
5/17 Rijeka, Yugoslavia
5/24 Jarama, Spain
5/31 France
6/27 Assen, Holland
7/5 Belgium
7/12 Imola, Italy
8/2 Silverstone, England
8/9 Imatra, Finland
8/16 Anderstorp, Sweden
8/30 Brno, Czechoslovakia

1981 World Championship Endurance Race Series (tentative)

4/18-19 Le Mans, France
6/14 Nurburgring, Germany
6/21 Zeelweg, Austria
7/11-12 Barcelona, Spain
7/26 Suzuka, Japan
8/15-16 Spa, Belgium
9/6 Mugello, Italy
9/27 England

1981 World Championship MX Series (tentative)

125cc
3/29 Italy
4/5 Holland
4/12 Austria
4/26 West Germany
5/3 France
5/24 Yugoslavia
5/31 Poland
5/17 Switzerland
7/19 LEXINGTON, OH
8/2 Finland
8/9 Czechoslovakia
8/16 Spain

250cc

3/29 France
4/5 Spain
5/3 Austria
5/17 Italy
5/24 Czechoslovakia
5/31 Bulgaria
6/14 Switzerland
6/21 Hawkstone Park, England
7/5 West Germany
7/26 NEW BERLIN, NY
8/9 Russia
8/16 Holland

500cc

4/5 Austria
4/26 Switzerland
5/17 Finland
5/24 Sweden
5/31 Italy
6/14 France
6/21 CARLSBAD, CA

7/5 Farleigh Castle, England
7/19 Holland
7/26 Czechoslovakia
8/2 Belgium
8/9 Luxembourg

Sidcar

4/26 Belgium
5/10 Yugoslavia
5/17 West Germany
5/24 Holland
5/31 Sweden
7/19 Beenham Park, England
7/25 Whitehead, England
8/2 Austria
8/9 France
8/23 Switzerland
8/30 Denmark

1981 World Championship Trials Series (tentative)

2/22 Spain
3/1 Belgium
3/7 Ireland
3/15 England
5/17 France
5/24 Italy
5/31 Austria
6/14 USA
9/6 Finland
9/13 Sweden
9/20 Czechoslovakia
9/27 West Germany

Other Major Events Abroad

2/7-8 World Ice Racing Final
Inzell, West Germany
2/28 Australasian Speedway
Final
Liverpool, Australia
5/28-30 FIM Rally
Vrnjacka Banja,
Yugoslavia
6/6-12 Isle of Man TT
Isle of Man
6/21 Speedway Pairs
World Final
Chorzow, Poland
7/12 Commonwealth
Speedway Final
Intercontinental
Speedway Final
Vojens, Denmark
7/25 Continental Speedway
Final
Prague, Czechoslovakia
8/16 Speedway Team
World Final
Olching, West
Germany
8/22 Ulster Grand Prix
Ireland
8/23 Sidcar World Grass
Track Final
Assen, Holland
9/5 Individual World
Speedway Final
Wembley, England
9/6 Trophée des Nations
(250cc)
Belgium
9/13 Motocross des Nations
(500cc)
West Germany
9/13 Solo World Grass
Track Final
Lussac, France
9/19-20 Bol d'Or Endurance
Race
Paul Ricard, France
9/20 World Long Track
Final
Gornja Radgona,
Yugoslavia
9/27 Coupe des Nations
(125cc)
Italy
10/5-10 ISDE
Isle of Elba, Italy

EVERY WEEK

Friday

CALIFORNIA

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305
Excelsior Rd., Sacramento, CA.
Gates open 5:30 p.m., sign up
to 7 p.m. 6-7:15, race 7:30.
Nov/Int/Ex/Pro classes for 125/
250/Open. Minis/PP/Vet/OT/Ody
race separate, min. 8 riders. 30%
same night brass, 125% Pro p.b.
Entry \$10, watch \$4. Info 916/
363-2646.

D-36 NIGHT ROUGH SCRAMBLES

Sand Hill Ranch, Brentwood,
CA. Corner of Camino Diablo &
Vasco Rd. Gates open 5 p.m.,
prac. 7, race 8. Entry \$10. 80%
Ex. p.b. Spect. \$4. D-36 numbers
& colors a must. Tom Anderson
415/798-5695, 634-3328.

R.A.C.E. MOTOCROSS
Corona Rwy., Hwy. 91 E
Buchanan, Corona, CA. Mini
thru Open, 100% p.b. to Ex.
714/689-1913, 735-1705.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore,
OK. NW of Claremore. All
classes. For info: Leonard Smith,
700 SE 10th, Pryor OK 74361.
918/825-3049.

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin,
TX. Adjacent to Austin MX Park,
Hwy. 183 N of 7th Street. Race 8
p.m. 713/482-7593.

TEXAS MOTOCROSS

Rio Bravo MX Park, Houston,
TX 5 mi. E on E Mount Houston
Rd., off Hwy. 59 North. All
classes. Trophies thru 6 places
to Am. Ex. 100% p.b. Entry \$8.
Swimming, showers, game
room, grandstands. 713/458-
0090.

TEXAS NIGHT MOTOCROSS

Mosier Valley MX Park, Ft.
Worth, TX. Gate & track
changes inc. over/under bridge.
Trophies thru 5th, Ex. purse
\$300 or 300% p.b. All classes,
Ex. ride 3 motos. Gates open
5:30 p.m., prac. starts 7. Entry
\$8, Ex. \$10, gate \$4. Info
214/245-4693.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA.
Gate opens 7:30 a.m., prac. 8-
8:30, race 9. Pros race 40 min.,
others 30 min. Entry \$10, Pros
\$15. No memb. or mail entry
req. 33.33% trophies. 714/495-
4771.

NITE DRAGS

Carlsbad Raceway, Carlsbad,
CA. Motorcycles welcome.
714/727-1171.

IDAHO

ESRA SHORT TRACK

Triber's Stateline Speedway,
Stateline, ID. 20 mi. E of
Spokane, WA, on I-90. 50-750cc,
100% purse. 50-125s trophy
only, 250s 20%, 500s 30%,
Open 50%. Entry \$4, Pros \$6.
Silencers & class C traction req.
Prac. 7 p.m., race 8. Rob Simon
208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS

Woodland, Washington, 5 mi.
E of I-5 on Hwy. 503. All classes.
100% Pro p.b. Entry \$8.50
Am/\$12.50 Pros. Home of
Gresham Toyota Pro series. For
info: Action OZ, Rt. 3, Box 379 E,
Gresham, OR 97030. 503/665-
6707.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE

Brotherhood Raceway Park,
Terminal Island, CA. Btwn. San
Pedro & Long Beach, entrance
on Ferry St., next to U.S. Customs
Building. Gates open 8
a.m. to 6 p.m. Tech at 8. Admission
\$5 to race or watch. Kids
under 12 yrs. free. All policemen
& firemen & their families admitted
free. Brotherhood of Street
Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad,
CA. Gates open 7:00 a.m., prac.
8:00, race 9:00 a.m. 714/727-
1171.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS

Sunny Valley Raceway,
Sunny Valley, OR. 11 mi. N
from Grants pass on I-5, exit at
Sunny Valley, W on Leland Rd.
Track open 10 a.m. to dark for \$5.
503/479-2405, 476-8829.

November 21-23

LONG BEACH CUSTOM CAR, CYCLE & HOT ROD SHOW

Long Beach Arena Complex,
Long Beach, CA. Large variety
of vehicles inc. one-offs &
racers. Bands & contests. Open
6-11:30 p.m. Fri., 1-11:30 p.m.
Sat., 1-9 p.m. Sun. Tickets @
show or Ticketron; discount
tickets @ participating 7-11,
Chief Auto Parts, Radio Shack,
Burger King & liquor stores.
R.G. Canning Productions. Info
213/587-5100 (M & W, 10-5),
588-1934, 655-9326.

November 21

INDOOR WINTER SHORT TRACK

Evergreen State Fairgrounds,
Monroe, WA. Am. & Semi-pro
classes. Entry \$8, Semi-pro \$12,
watch \$4. Sign up 6 p.m., race
7:30. Miracle Mile Promotions.
Info 206/736-0113, 8423.

November 22-23

D-37 DUAL EUROPEAN SCRAMBLES

Cal City, CA. Lined from Cal
City golf course, near Randsburg
Rd. Area that D-37 has not raced
in before. Nov. course & Am./Ex.
course. Sr./Women start 10 a.m.
Sat., 9 a.m. Sun.; Trail/Ltwt. II
start 11/10; 250 start 12/11; Hwt.
start 1/12. Info 213/644-0035
(Dick).

November 22

INDOOR WINTER SHORT TRACK

Southwest Washington Fair-
grounds, Centralia, WA. Am. &
Semi-pro classes. Entry \$8,
Semi-pro \$12, watch \$4. Sign up
6 p.m., race 7:30. Miracle Mile
Promotions. Info 206/736-0113,
8423.

AMA SHORT TRACK

Hills Ferry Speedway New-
man, CA. Stuhl Rd. (Newman
exit) off I-5. All classes, 75%
purse. Entry \$7.50/bike. Prac. 5
p.m. (no late prac.), race 7. Info
408/463-0548 (Lionel Nunes).

November 23

D-36 MOTOCROSS

Argyll Park, Dixon, CA. 11 mi.
S of town on Hwy. 113. All
classes, plenty of trophies, all
trophy winners get free ride @
next race, 100% p.b. to Semi-
pro. Entry \$12, Semi-pro \$15 +
\$3 park fee, watch \$4, 6-12 \$1.
Argyll Promotions. Info 916/678-
3592.

ZAP/CMC MOTOCROSS

Fremont Raceway, Fremont,
CA. W side of Hwy. 17 @
Durham Rd. exit. All classes inc.
125 & 250 Beg. 30% awards,
100% Pro p.b. Entry \$12, Pros
\$15 + \$3 gate fee. Gates open
6:30 a.m., prac. 8, race 9:30. Info
415/355-4760.

CMC WASHINGTON MOTOCROSS

Seattle Intl. Raceway, Kent,
WA. CMC sanc., all lic.
welcome. 100% Pro p.b., better
trophies, longer prac., Super-X
start gate, more sand. Gates
open 8 a.m., prac. 9-10:45, race
11. Info 206/631-1550.

AME MINI MOTOCROSS

Indian Dunes, Valencia, CA.
Post entry \$9. All classes. Gates
open 7 am, prac. 8, race 9 am.
30% brass. AME lic. req. For
info: AME, PO Box 1421,
Reseda, CA 91335. 213/881-
5778.

AME MOTOCROSS

Indian Dunes, Valencia, CA.
All classes. Gates open 7 a.m.,
prac. 8, race 9. Entry Sptsmn.
\$10/Pros \$13. 30% brass, p.b. to
Pros. AME lic. req. AME, PO Box
1421, Reseda, CA 91335.
213/881-5778.

CRC MOTOCROSS

Edwards Air Force Base,
Rosamond, CA. All classes. 2
long motos. SRA-sanc. pt.
event, all other racing
affiliations welcome. All classes
inc. Sidehack, PP, Sr. Mail entry
\$20, post \$25. Mexican
insurance \$6 (must be purchased
@ sign up), start position
determined by postmark. Mail
entry, check & 3 SASE to:
Hilltoppers M.C., 6340 Indiana
Ave., Long Beach, CA 90805.
Info 213/597-2760, 714/898-
4557.

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad,
CA. All classes. Gates open 7
a.m., sign up 7-9, prac. 8-9, first
race 9 a.m. Jr/Int entry \$8 mail,
\$10 post, Pros \$13 mail, \$15
post. Mail entry to: CMC, P.O.
Box 1402, Costa Mesa, CA
92626. 714/557-3323.

CRC MOTOCROSS

Saddleback Park, Orange, CA.
All classes, 2 motos each. Cash
p.b. to Pros, 30% brass to
Sptsmn. Entry \$10/\$15 Pros.
Gates open 7 a.m., prac. 8, race
9:30. CRC memb. req. 213/830-
7519.

MOTOCROSS

Sunrise Valley Cycle Park,
Adelanto, CA. 2 mi. N of town
on Hwy. 395. All welcome, free
O/N parking. 50% trophies
to Mini & Vets, 30% same day
Sptsmn. trophies, cash p.b. to
Ex. Gates open 7 a.m., prac. 8,
race 9:30. Entry \$9, Ex. \$15. Nick
Brajevich 714/245-7339.

HILLTOPPERS GRAND PRIX

Rosario Beach, Baja Cali-
fornia, Mexico. Five 20-mi. loops
through streets & across
meadows, part. & finish pins,
20% trophies, SRA-sanc. pt.
event, all other racing
affiliations welcome. All classes
inc. Sidehack, PP, Sr. Mail entry
\$20, post \$25. Mexican
insurance \$6 (must be purchased
@ sign up), start position
determined by postmark. Mail
entry, check & 3 SASE to:
Hilltoppers M.C., 6340 Indiana
Ave., Long Beach, CA 90805.
Info 213/597-2760, 714/898-
4557.

ATA/ITA LAST CHANCE TRIALS

Saddleback Park, Orange, CA.
Last ATA pts. trials of yr.,
bicycle trials after m/c trials.
Beg.-Ex. + Sr. A & B. Start 10
a.m. Entry \$7, non-memb. \$9.
Info 714/879-0570 (Jean
Fradette).

D-37/LIGHTWEIGHTS TT

Ascot Park, 18300 S. Vermont
Ave., Gardena, CA. Use S
parking lot entrance. Improved
back gate & staging area. AMA
Pro consolation & races. Season
finale; Kawasaki give-away. D-37
rider must be present to win. All
classes inc. Hacks, Srs.,
250/500/750 Pro. Pie plates
welcome. Entry \$10, Pro \$15 w/
70% p.b. Watch \$5, Jr. \$3.
Gates open 12 p.m., sign up 12-
2:30, prac. 1-3, race 4 p.m.
SHARP! Full track prep on long
TT course. Lightweights M.C.
Info 213/371-7356, 886-1728.

DEANZA MOTOCROSS

DeAnza Cycle Park, Sunny-
mead, CA. 10 mi. E of Riverside
CA on H-60 to Theodore off
ramp. All classes. 30% same
day trophies to Sptsmn. 100%
trophies to Minis & Pee Wees.
Entry \$12 Ex., \$8 Sptsmn. Non-
memb. add \$2. Memb. not req.
Park open Tues-Sun. for prac.
Gates open 7:00 a.m., prac. 8,
race 9. Everybody goes 2 motos.
Free camping. 714/653-8068;
653-5840; 653-7979.

MARATHON

Sand Hill Ranch, Brentwood,
CA. Corner of Camino Diablo &
Vasco Rd. 175/250/Open, 30%
trophies, no card req. Entry \$12,
watch \$4. Gates open 6 a.m.,
sign in 8-9:30, race 10. Info 415/
798-5695, 634-3328 (Tom
Anderson).

WASHINGTON AMA MOTO-CROSS

Jolly Rogers Raceway, Kent,
V.A. I-5 to Exit 152 (Orillia Rd.),
dnhl. to 42nd. turn rt., rt. on
216th, left on 40th. All classes
inc. OTH/OT/4-stroke. 33%
trophies, 100% Pro p.b. 15-20
min. Am. motos, nat. terrain,
uphill banzai start, Supercross
start gate. Entry \$5, Pros \$10,
watch \$3. Gates open 7:30 a.m.,
prac. 9, race 10. Seattle M.C.
Info 206/244-8874 (Doug Eysers).

CMC MOTOCROSS

Huron, CA. ATC races, too.
Gates open 7 a.m., prac. 8, race
9. Entry \$10, Pros \$15 (100%
p.b.), gate \$4. Info 209/935-0485
(Ron), 945-2664 (Rick).

November 28

INDOOR WINTER SHORT TRACK

Evergreen State Fairgrounds,
Monroe, WA. Am. & Semi-pro
classes. Entry \$8, Semi-pro \$12,
watch \$4. Sign up 6 p.m., race
7:30. Miracle Mile Promotions.
Info 206/736-0113, 8423.

November 29

R.A.C.E. FLAT TRACK

Corona Raceway, Corona, CA.
Half-mile & short track. Start 7
p.m. Info 714/735-1705.

AMA SHORT TRACK
Hills Ferry Speedway, New-
man, CA. Stuhl Rd. (Newman
exit) off I-5. All classes, 75%
purse. Entry \$7.50/bike. Prac. 5
p.m. (no late prac.), race 7. Info
408/463-0548 (Lionel Nunes).

**CALIFORNIA SUPERBIKE
SCHOOL**
Riverside Raceway, Riverside,
CA. Hwy. 60 E to Day St. exit,
rt. to track. Ride the 2.5-mi. road
course. School provides
Kawasaki KZ550s & leathers,
boots, helmet, gloves & high
performance riding seminar.
Advance scheduling req. CSS,
PO Box 3743, Manhattan Beach,
CA 90266. 213/484-9323.

SUN M.C. GP
Phoenix Intl. Raceway, Phoenix,
AZ. 115th Ave. & Baseline (W of
town). All classes inc. Ladies &
Sidecars, \$5000 Pro purse,
Coors & Busch-sponsored. Entry
\$25, Pros \$50. Info 602/263-
5082 (Ron Wizard).

**D-37 BEATTY TO VEGAS HARE
& HOUND**
Beatty, NV. All riders
welcome, trophies, finisher pins,
Jeff Fries Memorial contingency
prize to 1st Open Am. Approx.
160 mi., 3 gas pits. San Gabriel
Valley M.C. Entry \$19.50 mail &
post. Mail entry & 2 SASE to:
Carl Koncur, 4917 Burnby Dr.,
Covina, CA 91724. Info 213/332-
0354.

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood,
CA. Corner of Camino Diablo &
Vasco Rd. All classes, all new
sand track. D-36 rules enforced,
no rider insur. Entry \$12, Ex. \$15
+ \$4 gate (100% p.b.), watch
\$4. Gates open 6:30 a.m., sign
up 7-8, prac. 8:30, race 9. Info
415/798-5695, 634-3328 (Tom
Anderson).

WOODLAND MOTOCROSS
Woodland MX Track, Wood-
land, WA. 5 mi. E of town on
Hwy. 503 on rd. to Merwin Dam.
All classes, O/N camping, break-
fast served from 8-10:30 a.m.,
30% trophies. Over & Under Pro
event — track guarantees \$1500
for over 55 entries, pays \$100 +
100% p.b. if under 55 entries.
Entry \$6.50, Pros. \$25, watch
\$3.50, 7-12 \$2. Gates open 8
a.m., prac. 9, race 10. Info 503/
667-5701 (Jim or Mercine).

November 30

SRA RIVERSIDE GP
Riverside Intl. Raceway, River-
side, CA. Off Hwy. 60. All
classes + team race. 20%
trophies, finisher pins, dbl. SRA
pts. Entry \$15 mail, \$20 post,
non-memb. add \$1. Gates open
4 p.m. Sat., O/N camping OK,
prac. 8 a.m., 1st race 9. Mail
SASE to: SRA, PO Box 509,
Cypress, CA 90630. 714/828-
1358.

**3RD ANNUAL BOSCH
CLASSIC MOTOCROSS**
Canyon Raceway, Box 1594
Black Canyon Stage, Phoenix,
AZ 85029. \$5000 cash purse to
Ex., over \$5000 in awards to
Sptsman. No late prac. or pit
riding. Pre-entry \$35 (closes
11/20), post \$45; Sptsman. entry
\$12; gate \$5, \$5 & under \$3,
bike fee \$5 (refunded @ sign
up). Gates open 5:30 a.m., prac.
7, race 9. Info 602/942-5212
(days), 2481 (eve.).

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sun-
ny-mead, CA. 10 mi. E of River-
side on Hwy. 60, Theodore off ramp.
All classes welcome. AMA Prog.
Pro & D-37 pts. Entry \$13 Pro,
\$9 Sptsman., \$7 Pee Wee. Purse
80% up to \$1200, 30%
Trophies to Sptsman., 100% to
Mini & PW. No memb. req., free
O/N camping gates open 7 a.m.,
race 9:30. Info 714/653-8068,
496-8779.

**CMC WASHINGTON
MOTOCROSS**
Seattle Intl. Raceway, Kent,
WA. CMC sanc., all lic. welcome.
100% Pro p.b., better trophies,
longer prac., Super-X start gate,
more sand. Gates open 8 a.m.,
prac. 9-10:45, race 11. Info 206/
631-1550.

ZAP/CMC MOTOCROSS
Fremont Raceway, Fremont,
CA. W side of Hwy. 17 @
Durham Rd. exit. All classes inc.
125 & 250 Beg. 30% awards,
100% Pro p.b. Entry \$12, Pros
\$15 + \$3 gate fee. Gates open
6:30 a.m., prac. 8, race 9:30. Info
415/355-4760.

CMC MOTOCROSS
Saddleback Park, Orange, CA.
Gate open 7:30 a.m. sign up 8-9,
prac. 8-9, first race 9:30 a.m.
Junior & Intermediate entry \$8
mail, \$10 post. Pros \$13 mail,

\$15 post. Mail entry to: CMC,
PO Box 1402, Costa Mesa, CA
92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 1-
5 to H-126. All classes, 2 long
motos & cash. Sptsman. Entry
\$10/\$15. Pros. Gates open 7:00
a.m., prac. 8, race 9:30. Memb.
req. 213/830-7519.

December 5

**INDOOR WINTER SHORT
TRACK**
Evergreen State Fairgrounds,
Monroe, WA. Am. & Semi-pro
classes. Entry \$8, Semi-pro \$12,
watch \$4. Sign up 6 p.m., race
7:30. Miracle Mile Promotions.
Info 206/736-0112, 8423.

December 6-7

**D-37/DESERT RATS TOYS FOR
TOTS GRAN PRIX**
Sunrise Valley Cycle Park,
Adelanto, CA. 2 mi. N of town on
Hwy. 395. All classes inc.
Sidehack, OT & Mini (who get
MX pts.). 10% trophies; Sr. Div.
10% trophy Desert class & 10%
trophy MX. Rescue 3 drawing,
contingencies inc. Suzuki &
moped. Entry \$18 mail, \$25
post, watch \$4 or \$1 & 1 new
toy, under 6 free. Mail entries
close 11/20. Info 714/245-8519
(Al Beckstead, Pres., Desert Rats
M.C.).

**10TH ANNUAL LAST CHANCE
ENDURO**
Red Mtn., CA. Pits in Red
Mtn., off 395 abt. 2 mi. up Trona
Rd. Western Reg. & Golden
State Champ. event, D-37 pts.
Three 40-mi. loops. Entry \$28
both days (3 loops), \$23 (2
loops), \$14 (Sun. only), post add
\$2, 3-man team \$1/rider if mailed
together. Drawing 11/25 @
Shakey's Pizza, 866 E. Las Tunas
Rd., San Gabriel. California
Enduro Assn., 8730 E. Faircrest,
Rosemead, CA 91770. Info
213/333-8594, 287-8157.

**TEXAS MOTOCROSS DOUBLE
HEADER**
Conroe MX Park, Conroe, TX.
3 mi. S of town to San Jacinto
River. 60-Open, trophies or gift
certificates to 8 places in Nov.
classes. Concessions, showers,
bathrooms. Entry \$8, Ex. \$15,
gate \$4. Sat. sign in 6 p.m., race
8. Sun. prac. 8 a.m., race 10.
Conroe Suzuki, 610 Loop 336,
Conroe, TX 77301. 713/756-
4114, 273-2336 (track).

**RUSS DARNELL MOTOCROSS
SCHOOL**
Amarillo, TX. Limited entry,
call for reservations. Tuition \$50.
Gift certificates avail. Info
714/980-3212, 213/767-1854.

December 6

**CALIFORNIA SUPERBIKE
SCHOOL**
Riverside Raceway, Riverside,
CA. Hwy. 60 E to Day St. exit, rt.
to track. Ride the 2.5-mi. road
course. School provides
Kawasaki KZ550s & leathers,
boots, helmet, gloves & high
performance riding seminar.
Advance scheduling req. CSS,
PO Box 3743, Manhattan Beach,
CA 90266. 213/484-9323.

**OREGON INDOOR SHORT
TRACK**
Benton County Fairgrounds,
Corvallis, OR. W of town on
Hwy #34 to 53rd St., rt. to
frgrds., main arena. Mini Beg.
Open Pro, season high points
award. Knobbies allowed below
200cc. Entry \$5, Pros \$10 (75%
p.b.), pit pass \$4, watch \$3. Sign
up 6, prac. 7, race 8. Willamette
Valley Cycle Club. Info 503/753-
0942 (Gary Baney).

**INDOOR WINTER SHORT
TRACK**
Southwest Washington Fair-
grounds, Centralia, WA. Am. &
Semi-pro classes. Entry \$8,
Semi-pro \$12, watch \$4. Sign up
6 p.m., race 7:30. Miracle Mile
Promotions. Info 206/736-0113,
8423.

December 7

DEVIL'S HEAD ENDURO
Diamond Mill, OR. Off Hwy. 6.
75 mi. long; A/B/C riders, tro-
phies to every 8 riders. Entry \$8;
1st rider out 9:01 a.m. Info 503/
775-7367, 644-6318.

**CRC SANTA CLAUS GRAN
PRIZ**
Indian Dunes, Valencia, CA.
Anaheim qualifier, all classes +

team race. CRC MX, GP, 3 & 4
wheel pts., 20% trophies,
finisher pins. Ea. class goes 50
min. over variety of terrain. Entry
\$16 mail, \$20 post, CRC memb.
req. No O/N camping, play
riding. Mail entry, check & 2
SASE to: CRC, 24518 Island
Ave., Carson, CA 90745. 213/
830-7519, 714/689-6114.

AME MOTOCROSS
Sprockets Park, Bakersfield,
CA. All classes, gates open 7
a.m., prac. 8, race 9. Entry Spts.
\$10/Pros \$13. 30% brass. p.b. to
Pros. AME lic. req. Free o/n
camping. AME, PO Box 1421,
Reseda, CA 91335. 213/881-
5778.

**CMC WASHINGTON MOTO-
CROSS**
Seattle Intl. Raceway, Kent,
WA. CMC sanc., all lic. welcome.
100% Pro p.b., better trophies,
longer prac., Super-X start gate,
more sand. Gates open 8 a.m.,
prac. 9-10:45, race 11. Info 206/
631-1550.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sun-
ny-mead, CA. 10 mi. E of River-
side on Hwy. 60, Theodore off
ramp. All classes welcome.
AMA Prog. Pro & D-37 pts.
Entry \$13 Pro, \$9 Sptsman., \$7
Pee Wee. Purse 80% up to
\$1200, 30% Trophies to
Sptsman., 100% to Mini & PW.
No memb. req., free O/N camp-
ing. Gates open 7 a.m., race
9:30. Info 714/653-8068, 496-
8779.

KMC MOTOCROSS
Kieberg County Park, Kings-
ville, TX. Hwy. 77, 1 mi. S of
town. All classes, 50% trophies
to 6th, 100% purse. Entry \$8,
Ex. \$12. Race starts @ noon. W.
Bynum 512/592-6764.

**MRAN CHAMPIONSHIP HARE
SCRAMBLES/THE GREAT
CAMEL CHASE**
YKL Ranch, Searchlight, NV.
Lined from town, approx. 60 mi.
S of Las Vegas on US #95, Cal.
riders take Nipton turnoff E.
Mini-Vet, 30% trophies. Three
35-mi. loops, 90% virgin course,
gear for rough. All out of state
cards honored, allow 2 hr. drive
time from Vegas. Camping,
medics, radio communications,
outhouses. Sign up all day Sat.,
Sun. 6 a.m. (Mini), riders mtg.
6:30, race 7; big bikes mtg. 9:30,
race 10. Entry \$12. Info 702/457-
0343 (days), 451-7547 (eve.).

LODI MARATHON
Lodi Cycle Bowl, 5801 E.
Morse Rd., Lodi, CA. Mini-Open,
no rider insurance. Minis race 1
hr., other classes 1 1/2 hr. Gates
open 7 a.m., sign up 7:30/8:30/
9:30, race 8:30/9:45/11:30/1:15.
Entry \$10, watch \$1. Info 209/
368-7182, 931-3722.

CMC MOTOCROSS
Saddleback Park, Orange, CA.
Gate opens 7:30 a.m. sign up 8-
9, prac. 8-9, first race 9:30 a.m.
Junior & Intermediate entry \$8
mail, \$10 post. Pros \$13 mail,
\$15 post. Mail entry to: CMC,
P.O. Box 1402, Costa Mesa, CA
92626. 714/557-3323.

CMMC MINI-MX
Barona Oaks Raceway,
Ramona, CA. Hwy. 67 to Lake-
side, E on Mapleview, N on
Ashwood, up Wildcat Canyon
Rd. 11 mi. New track, O/N camp-
ing, concessions, new Beginner
class. Entry \$10, yearly member-
ship \$15. Sign up closes 7:30
a.m. sharp. Bob Hale 714/440-
1257, Tom Hembree 561-7402.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft.
Worth, TX. All classes, no pit
riding or late prac. \$705 guaran-
teed Ex. purse. Prac. 8 a.m., 1st
race 9, Int. & Ex. prac. 1:30 p.m.
Entry \$8, Ex. \$10, gate \$4. Info
214/245-4793.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S
of town on Hwy. 113. All classes,
plenty of trophies, all trophy win-
ners get free ride @ next race,
100% p.b. to Semi-pro. Entry
\$12, Semi-pro \$15 + \$3 park fee,
watch \$4, 6-12 \$1. Argyll Promo-
tions. Info 916/678-3592.

December 12

**INDOOR WINTER SHORT
TRACK**
Evergreen State Fairgrounds,
Monroe, WA. Am. & Semi-pro
classes. Entry \$8, Semi-pro \$12,
watch \$4. Sign up 6 p.m., race
7:30. Miracle Mile Promotions.
Info 206/736-0113, 8423.

December 14

AMATEUR SUPERCROSS ANAHEIM STADIUM

PRESENTED BY CALIFORNIA RACING CLUB

SUNDAY FEB 1, 1981

RIDE THE SAME COURSE THE PROs RIDE ON SAT NIGHT

Riders must Qualify to Enter.
(One race does it!)

QUALIFIER SCHEDULE

NOV 16 1980	INDIAN DUNES
23	EDWARDS AIR FORCE BASE
30	INDIAN DUNES
DEC 7	INDIAN DUNES (GRAND PRIX)
14	SADDEBACK
21	CARLSBAD
28	SADDEBACK
JAN 4 1981	INDIAN DUNES
11	SADDEBACK



**THIS WEEK'S QUALIFIER
NOVEMBER 23
EDWARDS AIR FORCE BASE**

CRC MEMBERSHIP REQUIRED

CLASSES FOR EVERYONE

80cc	VETS (+30)
80cc	BEGINNERS
100cc	NOVICES
125cc	INTERMEDIATES
250cc	EXPERTS/PROs
500cc	

The number of riders that qualify at each race will be
announced at the riders meeting.

FOR MORE INFORMATION

Call or Write CRC
24518 Island Avenue
Carson, California 90745
213/830-7519

1981 CRC Memberships Available

**SUPERCROSS KICK-OFF '81
PRO RACE JAN. 31 ANAHEIM STADIUM**

CALIFORNIA RACING CLUB PRESENTS QUALIFIER FOR ANAHEIM STADIUM

8:00 ATC, ODYSSEY AND TRI-MOTO'S
9:00 MINI'S
10:00 100, 125, 175, AM, NOV, BEG
11:00 250cc AM, NOV, BEG

**CRC MERRY CHRISTMAS
GRAN PRIX**

12:00 125, 250, 500 PRO'S
1:00 ALL VETERANS AND WOMEN
2:00 500cc AM, NOV, BEG
3:00 TEAM RACE

DECEMBER 7th

**20% TROPHIES
DYNAMITE FINISHER PINS**

NO OVERNIGHT CAMPING • NO PLAY RIDING
MAIL ENTRY \$16 • POST ENTRY \$20

GRAN PRIX, PAVEMENT, JUMPS, SMOOTH & MX
EACH CLASS RACE 50 MINUTES

FOR INFORMATION CALL CRC
213/830-7519 or 714/689-6114

MAIL CHECK AND 2 SELF-ADDRESSED STAMPED ENVELOPES TO:

CALIFORNIA RACING CLUB

24518 ISLAND AVENUE, CARSON CALIFORNIA, 90745

CRC MX POINTS CRC GRAN PRIX POINTS CRC 3&4 WHEEL POINTS

INDIAN DUNES

CRC MOTOCROSS RACE SCHEDULE

Nov. 23 — Saddleback
**Nov. 23 — Edwards Air
Force Base
Anaheim Qualifier**
**Nov. 30 — Indian Dunes
Anaheim Qualifier**
1981 CRC Memberships Available
CRC Membership Required
213-830-7519

CRC GRAND PRIX RACE SCHEDULE

Dec. 7 — Indian Dunes
1981 CRC Memberships Available
CRC Membership Required
213-830-7519

WE HAVE IT ALL



**RACERS
HOT LINE
(213) 598-0615**

Nov. 22 — Saddleback Saturday MX
Nov. 22/23 — So Cal MC Dual
European Scrambles
Nov. 23 — Lightweights Ascot TT
Nov. 29 — San Gabriel Valley M.C.
Hare & Hound
Nov. 30 — DeAnza Park MX
Dec. 6/7 — Desert Rats G.P.

**R.A.C.E. MOTOCROSS
FRIDAY
CORONA RACEWAY**



Husqvarna

IN STOCK!
New M. Robert
Rear Number Plate Fender
CLOSE OUT ON '79 390's

We have one of the most
complete lines of Husky parts
and accessories in Northern and
Central California. We ship UPS

Coleman's

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Stockton, CA 95205
209-466-5872

TERRYCABLE

The Teflon
Super Smooth Cable

- *Complete line for racing bikes
- *Requires no oiling
- *Smoothest pulling cable
- *Flexible throttle wire gives long life
- *Heavy duty housing, resists stretch and abuse

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(714) 244-9351

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What do you want for Christmas?

How about a Cycle News subscription? Tell a friend.

Road Runs

November 23**SOUTHLAND CYCLES STREET RIDE**

Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. 225-mi. round trip to Vasquez Rocks & Hidden Springs. Free entry, any bike brand welcome. Start 9 a.m. Dress warm, bring \$ for food & gas. Info 714/893-5091 (Jim, days).

November 29**2ND ANNUAL CYCLE NEWS B TO V POKER RUN**

Barstow, CA. I-15 E to Harvard Rd. exit, turn rt., left on Frontage Rd. (S side of fwy.) approx. 2 mi., left on Alvord Rd., across fwy. to Cycle News motorhome. Profits to Phantom Duck of the Desert Legal Fund, open to all motorcyclists. \$100 to 1st, \$75 to 2nd, \$50 to 3rd + other super prizes. Free stickers @ sign up, event pins. Finish @ Blue Diamond off ramp, left to Union 76 Truck Stop & Cycle News Poker Run Finish. \$3 donation/rider. Registration 8-11 a.m. @ start, drawings @ finish 3 p.m. Info 213/427-7433.

December 7**BRITISH MOTORCYCLE ROAD RIDE**

Rosebowl, Pasadena, CA. For British motorcycles only! Free entry. Sign up/riders mtg. 8:30 a.m., start 9:30. Start/finish @ Rosebowl. Info 714/996-8200.

CMC FOUR-STROKE TT**SCRAMBLES**

Saddleback Park, Orange, CA. Hooligan race for vintage bikes; course will be completely graded. Mini-Open Pro. p.b. to Sidecar/500 Pro/Open Pro. Entry \$10 mail (\$1 off 2nd entry), \$15 post. 30% trophies. Gates open 7:30 a.m., prac. 8, race 9:30. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

100 MILE MINESHAFT HARE**SCRAMBLES**

Ocotillo Wells ORV Park, CA. On Hwy. 78 E of Anza Borrego Desert State Park. Last chance for 1980 D-38 pts., proof of classification & valid D-38 card req. for pts. 20% trophies, finisher pins, Los Explorados, rest-rooms, free beer to finishers. Open course, Minis race on separate course @ 1:30. 125-Open, Nov-Ex. + Vet & Sr. Entry \$12, Minis \$5. Sign up 7:30-9:30 a.m., riders mtg. 9:30, start 10, trophy presentation 2. Info 714/427-5759 (Fud's answering device).

D-36 COWPUNCHER HARE**SCRAMBLES**

Hollister Hills ORV Park, Hollister, CA. Limed/arowed from S side of town. No Mini or PP classes, working spark arrester req., 650 rider limit, free camping Sat. All Am./Ex. sign up 7:30 a.m., race 10; all Nov. sign up 10-12, race 1:30. Entry \$15, \$3 discount to D-36 club memb. (must show card). D-36 cross country & AMA card req. Watch \$1. 2 + 2 Racing Team, Inc., PO Box 2321, Dublin, CA 94566. Info 415/846-4710.

AME MINI MOTOCROSS

Indian Dunes, Valencia, CA. Post entry \$9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS

Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. \$10/Pros \$13 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

OAK HILL MOTOCROSS

Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups (\$5/weekend). Entry \$8, Ex. \$10, gate \$4. Info 817/427-4771.

WASHINGTON AMA MOTO-**CROSS**

Jolly Rogers Raceway, Kent, WA. I-5 to Exit 152 (Orillia Rd.), dnhl. to 42nd, turn rt., rt. on 216th, left on 40th. All classes inc. OTH/OT/4-stroke. 33% trophies, 100% Pro p.b. 15-20 min. Am. motos, nat. terrain, uphill banzai start, Supercross start gate. Entry \$5, Pros \$10, watch \$3. Gates open 7:30 a.m., prac. 9, race 10. Seattle M.C. Info 206/244-8874 (Doug Evers).

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry \$8 mail, \$10 post, Pros \$13 mail, \$15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS

Saddleback Park, Orange, CA. All classes, 2 m. each. Cash p.b. to Pro 30% brass to Sptsmn. Entry \$10/\$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

MOTOCROSS

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry \$9, Ex. \$15. Nick Brajevich 714/245-7339.

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SRA Schedule
NOV. 23 HILLTOPPERS G.P.
NOV. 30 RIVERSIDE G.P.
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CALENDAR FREE LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Las Vegas Mothers of Motocross Las Vegas MX Park Las Vegas, NV Oct. 26, 1980 By Chuck Harper

OVER 30 VET NOV
Robert Park
Jim Crockett
Lynn Nicholson
OVER 30 VET AM
John Ogren
Ed Siron
OVER 30 VET EX
Al Hoskins
OVER 38 VET EX
John Van Hoove
125 NOV
Lisa Gallo
Mark Ecott
Eddie Bunch
100 AM
Mike Heers
Scott Robertson
100 NOV
Bob Covarrubias
Gary Leeper
JR CYCLE
Phillip Covarrubias
Joel Worfolk
Jason Glenn
250 PRO
Troy Fitch
Kevin Steele
Marv Chapman
80 NOV
Greg Vowell
Danny Pike, Jr.
Chris Slaughter
80 EX
Sean Steele
80 AM
Ricky Ruppert
125 AM
Gary Smith
Pat Shields
Mark Russell
250 AM
Ronny Slavens
Smokin Scott
Jon Wright
250 NOV
John Wise
Ed Siron
Russell Vaughn
125 PRO
Kevin Steele
Chip Miller
Scott Underwood

Las Vegas Mothers of Motocross Las Vegas MX Park Las Vegas, NV Oct. 12, 1980 By Chuck Harper

JR CYCLE NOV
Victor Tafuya
Jesse Heers
Joel Worfolk
JR CYCLE AM
King Richard
80 NOV
Chris Slaughter
Greg Vowell
John Hill
100 NOV
Derek Neilson
Mark Moreland
Steve Geiger
105 CLASS
Johnner Kight
Ricky Ruppert
VET EX
Jim Keeton
J.C. Buffington
John Van Hoove
VET AM
Kenneth Hammann
Edward Siron
Jon Ogren
VET NOV
Jim Crockett
PEE WEE EX
King Richard
PEE WEE AM
Chris Pfatenhauer
250 PRO
Chris Howard
Troy Fitch
Kevin Gashler
80 EX
Johnner Kight
Sean Steele
Danny Encinas
80 AM
Ricky Ruppert
Patrick Owens
Eddie Bunch
250 AM
Ron Slavens
Brad Hilton
Tony Cannon
250 NOV
John Wise
John Popjoy

John Van Hoove, Jr.
OPEN PRO
Kevin Davis
Anthony Pasqualotto
Ken Averett
125 AM
Mike Heers
Pat Shields
Mark Russell
125 PRO
Kevin Steele
Daryl Folks
Bennie Brown
125 NOV
Ranny McKee
Scott Robertson
Eddie Williams
OTHGA EX
Dumplin Dan
Digger Dale
OTHGA AM
Majestic Mojeski
OTHGA INT
Jumping Jim
Kareful Ken
OTHGA NOV
Jet Jerry
George Birkbey

AME Motocross Sprockets Park Bakersfield, CA Nov. 2, 1980 By Shirley Shore

61 JR
Kevin Peoples
Alex Rogers
Joe Brown
61 INT
Jeff Reynolds
61 EX
Doug Fisher
83 JR
Jeff Reynolds
James Young
Mickey Elsberry
83 INT
Wesley Furrh
Jim Heiser
Greg Van Ness
83 EX
Andy Ellis
100 JR
Rusty Carlie
Greg Van Ness
Gilbert Rivera
100 INT
James Bennett
125 JR
David Carlie
Guy Childs
Scott Jeffers
125 INT
Gary Curtis
Darin Layton
Steve Leonard
125 PRO
Jerry Shore
Mark Bledsoe
Randy Harden
250 JR
Lance Horton
Joe Roark
Jimmy Mayhue
250 INT
Darin Hargis
Beaver Ellis
Brian Branson
250 PRO
Mike Shoemaker
Doug Lawrence
Damon Webb
500 JR
Mike Abbott
Steve Zeko
Tim Conner
VET JR
George Cook
Paul Clifford
Carl Casanova
VET EX
David Rogers
Leon Price
500 INT
Gary Curtis
Dennis Stubblefield
500 PRO
Bob Kline
Tom Kelly
Rusty Hunt

PRRO Road Race Phoenix Intl. Raceway Phoenix, AZ Oct. 26, 1980 By Kristen Aaron

BOX STOCK
410
Norm Benedum
Kent Witzens
Rich Witte
550
Mark Meloan
750
R.J. Witt

David Franke
Frank Sortell
OPEN
Don Wujcik
Toney Wager
GRAN PRIX
Ed Hileman
Jim O'Neil
Brian O'Neil
SUPER STREET
410
Norm Benedum
Cliff Allison
550
Robert Semler
Mark Meloan
Karl Schuster
750
Ted Gabbert
Kevin Elliot
Tom Drause
OPEN
Pat Paldree
Greg Wing
Chuck Crawford

AME Motocross Spillway Park Santa Maria, CA Oct. 26, 1980 By Rosemary Rivera

MINI JR
Todd York
Paul Seim
Blake Daugnterey
OTHG
Big Foot Bill
Rag Rich
OTHG INT
Wailing Walley
Gangreen Gary
100 JR
Gil Rivera
Greg Van Ness
83 INT
Phil Butler
Greg Van Ness
Paul Villa
250 JR
Matt Naltsu
Tyroner Nerson
Garren Faziu
250 INT
Darren Pritchett
Beaver Ellis
125 JR
Matt Nation
Ron Jordan
Mike Pryor
125 INT
Neil Mac Dannel
George Galindo
Brent Windsor
125 PRO
Frank Villa
Gary Jones
OPEN JR
Mike Baron
John Hald
Rick Golde
250 PRO
Darren Oliver
Doug Lawrence
Randy Lewis
OPEN PRO
Walley Grassle
OTHG AM
Rachet Richard
Nasty Neal
OTHG EX
Maniac Mike
Moldy Mike
VETS
Mike Benaway
Ray Dally
Mike Rehorn

Motocross Sand Hill Ranch Brentwood, CA Nov. 1, 1980 By Jeri Hopper

125 EX
Michael Preston
Rodney Smith
OPEN EX
Jerome Heiberger
80 NOV
Darin Polsley
80 JR
Chris Plain
80 EX
Tyson Vohland
125 NOV
Frank Szazy
Larry Lengner
Keith Kanaday
125 JR
Doug Whaley
VET/OT
Max Goode
Douglas Okozaki
OT EX
Dick Mann
250 NOV
Ron DiBasilio

OPEN NOV
Paul Montgomery
OPEN JR
Mike Mythem
Frank Risner

SRAC Motocross Berthoud, CO Nov. 2, 1980 By D.E. Burgener

COMBINED PRO
Stacy Smith
Darcy Binder
Chris Sundstrom
Brent Reed
Bob Hackenberg
VET B
Darrell Gates
Dave Hashman
VET C
David Reid
Jim Geidel
Steven Meek
125 AM
Jeff Sober
Don Lawler
Dave Leahy
250 AM
Glen Sharp
Mark Piaia
Pat Leahy
500 AM
Jeff Kob
Carl Christon
Chris Guokas
125 NOV
Ron Birney
Jay Petras
Berkeley Osborn
250 NOV
Dennis Strand
Sean Enrici
Dale Tanaka
500 NOV
Don Yost
Rick Kremer
Jack Jobe
80 EX
Art DeHoff
80 AM
Mario Jaure
Brian Binkley
Ray Griggs
80 NOV
Ricky Seab
Todd Thomas
Duane Hiebert
PEE WEE
Scott Sylvester
Chad Mitchiner
Ty Hilderman

AME Motocross Indian Dunes Valencia, CA Oct. 31, 1980 By Shirley Shore

100 JR
Richie James
Bill Delgado
Claudio Cappucci
100 INT
John Peters
Eric Silgero
Herman Loaiza
125 JR
Claudio Teixeira
Mark Parrott
Tom Fry
125 PRO
Jerry Shore
250 JR
Steve Perry
Roger Williams
Marty Garner
250 INT
Kenny Perry
Mike Baron
Kent Bartels
Doug Russell
250 PRO
Bob Kline
Mike Shoemaker
Doug Lawrence
500 JR
Art Dart
Mike Wright
Cliff Hall
George Karn
Ron Wade
500 PRO
Kirk Sturgeon
Tom Kelly
Nick Athans
VET JR
Ron cole
ODESSEY III
Jerry Meyer
Jim Burchard
ODESSEY II
Bob Wade
William Eveland
Jack Wilson
ODESSEY I
Don Gossett
Dennis Hinkle

European Hare Scrambles Sand Hill Ranch Brentwood, CA Oct. 19, 1980 By Jeri Hopper

125 NOV
Tinfred Kennedy
Chriss Merrit
250 NOV
John Wilson
Rod Murphy
Mike Wilson
OPEN NOV
Brian Tormey
Paul Montgomery
Chris Riddle
OT NOV
Louis Shapiro

VET NOV
Russell Fay
Stephen Thompson
OT JR
Bill Bust
VET JR
Alan Waters
Mike Yarn
VET EX
Terry Sage
OT EX
Jerry Jackson
Merrill Rempter
250 JR
Bill Colley
Tim Leat
250 EX
Bob Terwilliger
Mitch Tenz
OPEN JR
Billy Risner
David Montgomery
OPEN EX
Phil Douglas
Ed Marchini
Scott Davis

Horney Toad Enduro Yuha Desert Imperial Valley, CA By Bruce Sanford

TWO/THREE LOOP
1. Dennis Montgomery 250 A
2. Randy Liebig 250 A
3. Denis Sanford 250 C
4. Steve Holdread Open B Vet
5. Tim Crowder 125 C
6. Jeff Beeh 250 C Vet
7. Guy Petree Open C
8. Leroy Wilson Open C Vet
9. Kerry Standifer Open B Vet
10. Tom Hart Open B
11. Don Holdeg Open C Vet
12. Tom Hicks Open B Vet
13. Bob Reed Open C Vet
14. Bob Zullo Open A
15. Mike Smith Open B
16. John Engelstad Open B
17. Jack Dawkins Open A Sr.
18. Tony Struyk 250 C
19. James Bortree 250 C
20. Gary Estrada 200 C
21. Mark Gassert 250 B
22. Tom Carroll 200 B
23. George Beal 250 C Vet
24. Dave Miller 250 B Vet
25. Robert Bortree Open B Vet
ONE LOOP
1. Tami Hart ATC Woman
2. Darby Brookman 80 C-15
3. Eric Ashby 200 C-15
4. Lori Ray ATC Woman
5. Richard Dobbs ATC
6. Margaret Bortree 200 Wom.
7. Robert Kelly 125 C-15
8. Sonja Rector 125 Woman
9. Vicki Buehler ATC Woman
10. Suzette Johnston ATC W.
11. R. McWilliams, Jr. 200 C-15
12. Clint C. Lister 80 C-15
13. Robert Foote 125 C
14. Stephen McClead Open C
15. R.H. Gruner 125 B
16. Mike Rose ATC-15
17. Lynda Richardson 200 W.
18. Brad Lord ATC
19. Bob Rose ATC-15
20. Tom Hallett ATC
21. Linda Leichhardt 250 W.
22. Drren McGarvie 80 C-15
23. Doug Scott ATC-15
24. Mike Elzer 125 C
25. Paul Keller ATC-15

MRAN Third Quarter Point Standings By Doug Tichenor

125
1. Daryl Folks 560
2. Michael Welch 555
3. Bennie Brown 486
4. Todd Timmons 282
5. Todd Johnson 267
6. Billy Hill 260
7. Floyd Bradley 208
8. Scott Morris 185
9. Billy McDaniel 170
10. Johnny Harshman 160
11. Steve Abbott 145
12. Eddie Bozarth 129
13. Sam Bennett 121
14. Robert Clark 111
15. Jody Maeder 110
16. Doug Stadlander 110
17. Paul Parrot 107
18. Charles Harvey 96
19. Scott Benshoof 91
20. Chuck Ewing 90
21. John Clark 85
22. Pat Shields 80
23. Richard Shaw 79
24. Mike Kinshella 66
25. Troy Fitch 60
26. Kenny Keefe 57
27. Marv Chapman 50
28. Scott Patterson 45
29. Randy Honeycutt 45
30. John Wise 43
250
1. Chuck Rush 720
2. Chris Howard 640
3. Scott Forwood 540
4. Glenn Wischmeyer 446
5. Reb Wallace 374
6. Don O'Kuly 353
7. Crockett Wirthlin 346
8. Jim Wischmeyer 346
9. Jeff Harper 305
10. Pat Mulcahy 296
11. Steve Beck 284
12. Jon Ogren 277
13. Danny Anderson 248
14. Bill Quinn 227
15. Bobby Davidson 225
16. Bill McDaniel 205
17. Rod Ahlstrom 190
18. Troy Fitch 190
19. Bobby Sweet 180

20. Charles Phillips 178
21. Marv Chapman 171
22. Kevin Gahler 170
23. Mike Hanley 163
24. Trey Kimberlin 160
25. Chuck Harper 149
26. Joe Jones 135
27. Richie Capri 131
28. Bob Lauer 130
29. Mike Marudas 124
30. Paul Pasqualotto 121
31. John Sterling 113
32. Rick Brown 105
33. Steve Davis 103
34. Kelly Stoneking 98
35. John Popjoy 96
36. Mark Benshoof 89
37. Cal Mills 86
38. Fred Hansen 85
39. David Stephens 79
40. Gary Zupanic 78
41. John Austin 77
42. Mike Patchen 75
43. George Sturgeon 75
44. Daryl Harrington 73
45. Richard Sherman 70
46. Lincoln Addis 70
47. Mike Cockrum 68
48. Mark Hitechew 62
49. Todd Lancaster 61
50. Brad Hilton 60
51. Doug Tichenor 60

OPEN
1. Kevin Davis 468
2. Kevin Welch 430
3. Anthony Pasqualotto 376
4. Scot Harden 320
5. Dennis Boone 263
6. Kevin Colan 230
7. Sheldon Otto 205
8. Randy Chambers 188
9. Jeff Benson 161
10. John Reo 159
11. George Batalias 156
12. Ken Averett 148
13. Stephen Forde 123
14. Tom Mannillo 104
15. Angelo Iannucci 73
16. Mike Miller 70
17. Mel Chapman 69
18. Keith Delzer 66
19. Brian Aden 64
20. Jon Ogren 61
21. Robert Arnold 60
22. Glenn Tabat 56
23. David Brune 51
24. Pierre Legrand 50
25. Roger Peters 46
26. Bill Spendclove 46

OVER 30
1. Casey Folks 490
2. George Antill 327
3. Al Hoskins 172
4. Max Switzer 170
5. Ron Hibberd 165
6. Montie Gerber 156
7. Bill Shipman 154
8. Chris Torres 145
9. Gary Lindhloff 120
10. Reese White 117
11. Chuck Grimsley 115
12. Michael Tucker 98
13. Edward Siron 88
14. David Torres 82
15. Roger Hamel 64
16. Gene Gillard 54
17. Jacob Sand 54
18. Dave Wood 45
19. Craig Mojeske 45
20. Gary Wright 41

OVER 38
1. Ron Timmons 313
2. Steve Hampton 189
3. Sam Bass 170
4. Ken Guio 169
5. Dennis Roberts 150
6. Ron Loomis 146
7. John Van Hoove, Sr. 143
8. Doug Tichenor 85
9. Clarke Davison 83
10. Fred Ramsey 77
11. Manny Iverson 75
12. Glen Henslee 61
13. Steve Fuller 58
14. Dan Stadlander 58
15. Peter Ries 45



TROPHY PICKUP

The trophies for San Gabriel Valley's European Scrambles in June of this year may be picked up at: 1518 California Ave., La Puente, CA 91744 on any 2nd or 4th Thursday of the month from 8:15 to 10:15 p.m. (46)

For listing in this department, please mail information with \$1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

HONDA MECHANICS

LAKEWOOD HONDA has immediate openings for experienced Honda mechanics. Pleasant working conditions and company benefits. Call Terry (213) 860-1354. (42/TFN)

Sales Rep Needed

Add "World Champion Products" by HALLMAN RACING to your line. Selected territories open, including Western U.S. and parts of California. Call (714) 442-0431 National Sales Mgr. Bob Maynard. (46/47)

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World's largest mfg. of Mopeds needs two-stroke technician in Orange County for duties as Western Regional Service Rep. & Parts Department Supervisor. After training period duties will include conducting service schools, warranty claim processing, parts ordering, diagnosing service problems & supervising operation of Parts Dept. Desire highly competent technician with excellent communicating skills. Excellent starting salary and company paid benefits. Apply in own handwriting. Give review of education, experience, & include salary history & references. Contact Cycle News, P.O. Box 498, Dept. MSR, Long Beach, CA 90801. (46)

SERVICE MANAGER WANTED

for one of the northwest's largest growing Yamaha dealers located in the Puget Sound area. Excellent opportunity for experienced person with management background. Must be productive minded and neat. Year round work, paid vacations, holidays, medical, salary + commission. Send resume with references to: CYCLE NEWS, Dept. SMW, P.O. Box 498, Long Beach, CA 90805. (44/47)

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Currently Suzuki, seeks satisfying career in the industry at a dealer/manufacturing — service or product development level — wide range of experience, excellent resume. Call Peter (607) 257-1251. (44/46)

MECHANIC WANTED***

Work in clean, fast moving modern shop. 15 minutes from S.F. Valley. Top pay & benefits. Minimum two years major brand experience. No layoffs, free factory training available. CROSS ROADS CYCLE CENTER (805) 255-5353. (45/47)

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Full or part time job laying out enduro courses. Call CRC (714) 689-6114. (41/TFN)

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Affordable initial investment yields an excellent money making opportunity. HOSS INDUSTRIES will be setting up a small network of distributors and dealers across the country to handle their entire motorcycle product line, automotive accessory, and racing fuel tank and air filter business. Anyone wishing information should reply to: Ms. K.M. Smith, P.O. Box 154, Berea, Ohio 44017. (46/47)

Sales Rep Wanted

Growing performance company looking for a sales rep now calling on dealers. Open territory, good commission. Call KUSTOM KRAFT, (312) 679-4343. (46/1)

★ ★ ★ Honda Parts ★ ★ ★

We need an experienced, aggressive Honda parts and accessories counter person. Excellent pay and benefits. BILL ROBERTSON HONDA (213) 466-7191. (46/47)

SALES REPS FOR ROCKY

Send resume. Experienced salesperson, or call Bob Boucke. ROCKY CYCLE CO., 1250 Elko Dr., Sunnyvale, CA 94086. (408) 734-3750 Ex. 13. (44/46)

ORDER DESK CLERK

Position now open at YOSHIMURA R&D! Salary open. Previous experience or good motorcycle knowledge. Contact Carol at YOSHIMURA (213) 985-2331. (44/46)

Motorcycle Mechanic Wanted

Position open immediately with largest Yamaha/Kawasaki dealer in Western Kansas. 5-day work week, with year round employment. Experienced or trained and have own tools. Salary plus commission according to experience. Call or send letter detailing experience. Attn: Tom, BOOTHILL SPORTS CENTER, 1310 South 2nd St., Dodge City, KS 67801. (316) 227-8424. (44/47)

Experienced Mechanic/Service Manager

Must be aggressive, hardworking, interested in getting ahead. Large motorcycle, sno-mobile, chain saw dealer in choice Colorado location. Send resume to: CYCLE NEWS, INC., Div. U, P.O. Box 498, Long Beach, CA 90801. (46/47)

Help Wanted

Honda cycle dealership in Miami doing one million plus in sales. Needs service, sales, parts and management personnel to staff new store. If you are willing to work and looking for a better future write to: John Hamer, P.O. Box 560102, Miami, FL 33156. For application. (46/51)

Service Manager & Mechanic Partsman & Salesman

Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

SERVICE MANAGER

An experienced person with a proven work record. Large Honda, Kawasaki dealership located in Northern Virginia. 6,000 sq. ft. Service Dept., computer controlled Parts Dept. and the best management team in the industry. Send resume with references to: CYCLES FAIRFAX, 11101 Main St., Fairfax, VA 22030. Attention: Steven Negra. (703) 591-8420. (46/48)

Large Honda Yamaha Dealer

Has opening for shop foreman and two mechanics, must have tools and experience, salary open, many benefits. Send resume or contact Claude at LUND'S CYCLE SPORTS, INC., 2635 N. 22nd St., Decatur, IL 62526. (217) 423-6521. (46/47)

Honda Mechanic Wanted

Must be experienced with own tools. 50-50 commission on pay. CALIFORNIA HONDA, (213) 272-3559 — Ask for Bill. (43/TFN)

Parts and Service

Good opportunity for serious, experienced workers. Well established Kawasaki and Yamaha store with work all year around. Call or write: 1339 N. Highland Ave., Hollywood, CA 90020. (213) 466-8451. (39/TFN)

Partsman wanted

We have an opening for an experienced Yamaha parts man. Excellent pay, medical and dental benefits for right person. Contact Len at T & O YAMAHA (213) 534-2311. (38/TFN)

Business Opportunities

ATTN: SMALL BUSINESS OWNERS

A couple of months ago, Cycle News leaped into the computer age. With the purchase of our new NCR system, our 2 NCR 400 posting computers must move on to another home. Both use magnetic stripe ledgers, one system has card reader for a complete aging report. Everything goes, the 2 posting machines, card reader, manuals and some ledgers. Age — 8 years. No reasonable offer refused. Call Mike, 9-5 (213) 427-7433. (33/TFN)

Honda — BMW

Motorcycle dealership — Santa Cruz. (408) 426-7083 or (408) 438-0127. (46/47)

KAWASAKI SUZUKI HUSKY

Dealership for sale. 60 miles no. of San Francisco in beautiful wine country. Profitable, well established, easy terms. (707) 894-4211. (39/48)

Suzuki & Wetbike Franchise

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"The California School of the Professionals"

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Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

★ Must sell 1980 Yam IT175 ★

Super condition, approximately 200 miles, honest! Metzeler front, Dunlop rear, Renthal bars. \$650.00!! This is a great deal so please, interested parties only. (714) 633-8164. (46/47)

Yamaha XS500 '76

Very good condition, Michelin tires, back rest, book rack, \$799.00. (213) 431-4653. (46)

Harley-Davidson Cafe Racer

1977 — collector's bike XLCR-1000, excellent condition — all stock, \$3850. Evenings (505) 522-9098. (46/47)

Kawasaki Crankshafts

All Kawasaki 2 stroke crankshafts rebuilt. Singles, twins and triples. Call after 3:30 p.m. Standard time or write: Damon Kirkland, 909 Post Oak Dr., Dothan, AL 36301. (205) 794-2802. (46)

4 RAIL bike trailer, many extras, \$300. (714) 375-5467 after 5 p.m. (46/47)

1979 Honda XR250

Excellent condition, st. licensed, air caps on forks, Curnutt shocks, brand new knobby tires, Super Trapp pipe, Answer bars, plus extra front fender and sprockets, \$1,000.00. (805) 526-5182. (46)

Smoothbore

Early style Kawa Z1 carbs bored to 30mm, pre-jetted. Ron, 1030 Linda Dr., Campbell, CA 95008. \$100.00 or B/O. (408) 374-4636. (46)

RM 250 '78

Clean & sound, need cash for repair of El Camino, \$650 or best offer. Call Kathi (213) 204-0100 or Bob after 6 p.m. (714) 836-1150. (46)

'77 Yamaha YZ400

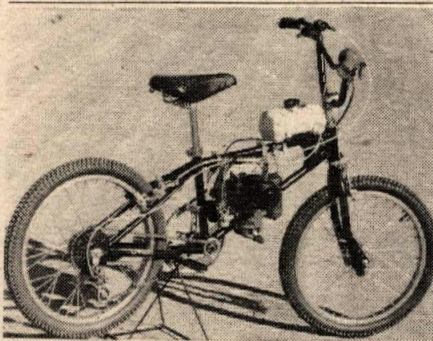
Good condition, \$575.00. See at Bay Area Bultaco. (213) 649-1700. (46)

1980 YZ125G!!

Only four months old. Ridden five times, hasn't even been broken-in. Showroom condition, many extras, must see to believe. (213) 596-1368. (46)

Mugen Honda

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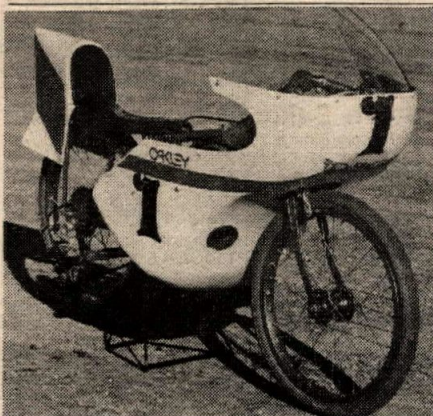
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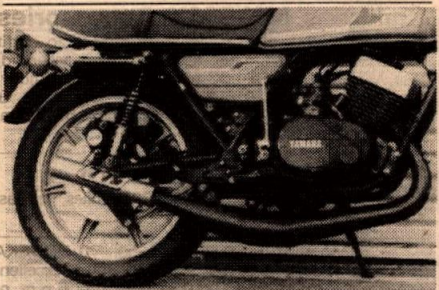
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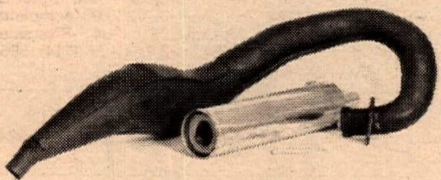
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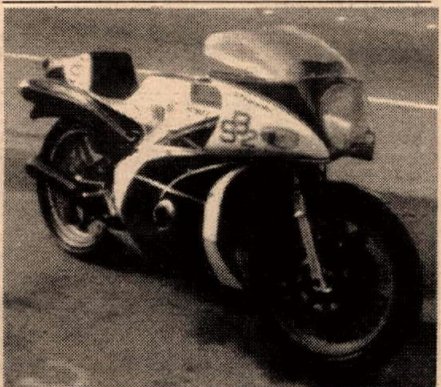
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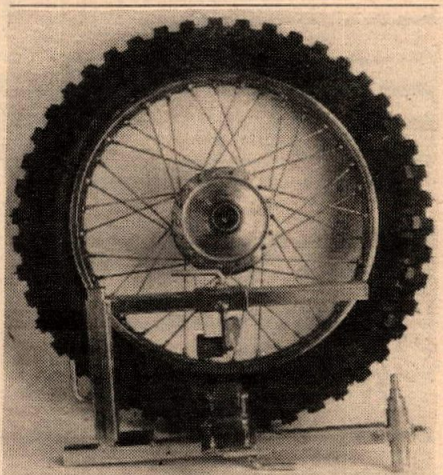
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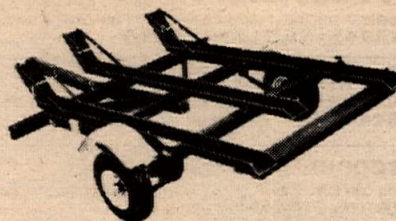
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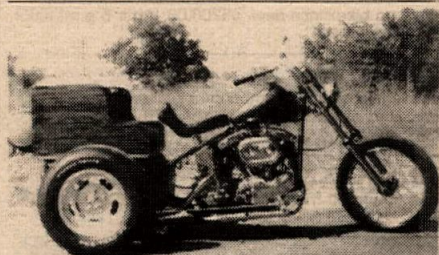
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1972 Harley rebuilt, ready to race. \$4,000.00. (317) 654-
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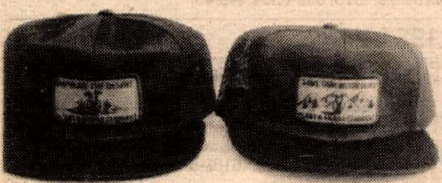
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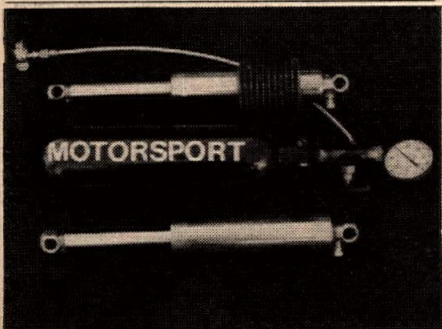
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1978 XR750

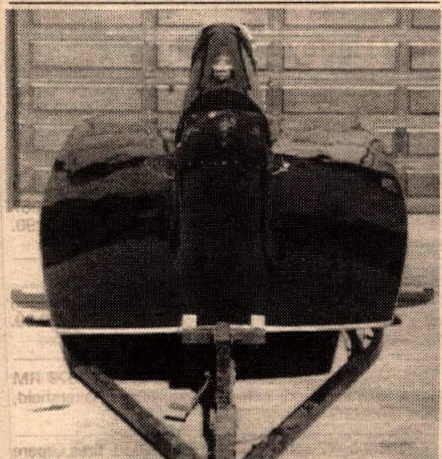
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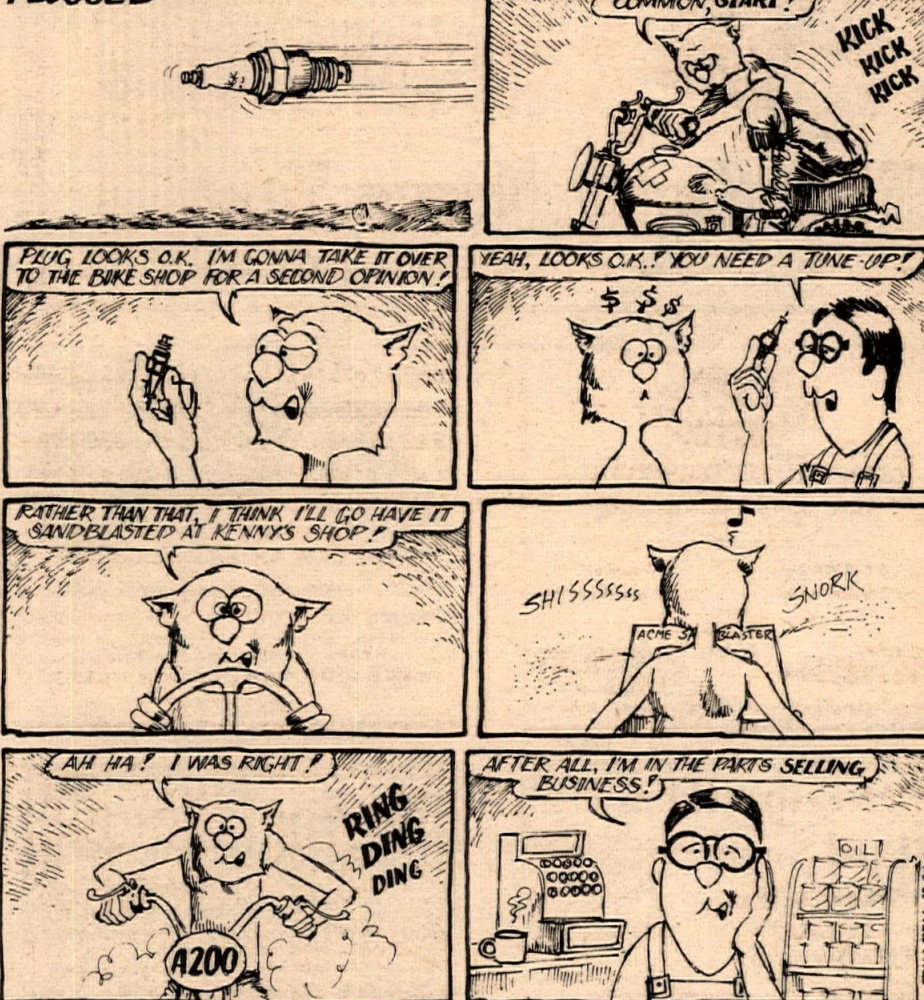
500 miles, 3.5 gallon tank, Metzeler front, too powerful, want a 250. Top condition, \$1850.00 or offer. (209) 924-9341. (45/48)

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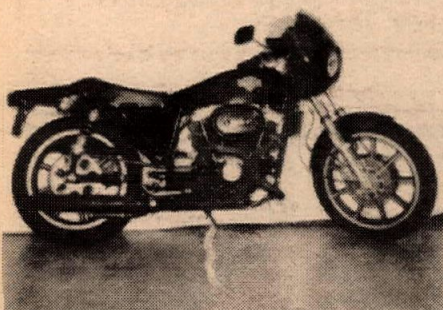
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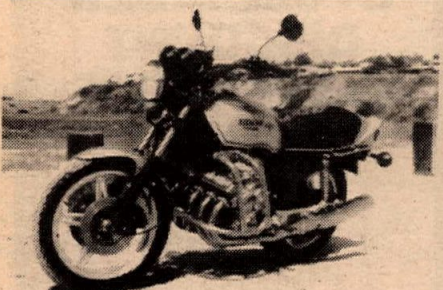


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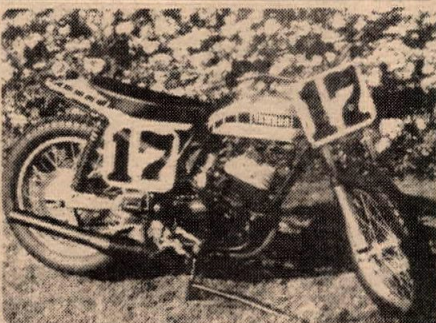
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VERY CLEAN, must sell. Call mornings (714) 626-3774. (46/47)

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'78 Yamaha YZ 250

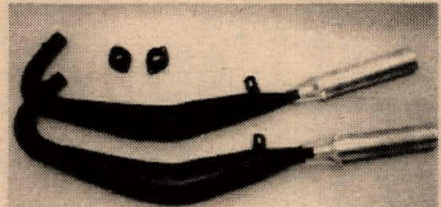
Terry kit, Padilla shocks, desert tank, \$750 O.B.O. Also small Bill Walters nylon ISDT jacket & pants, never used, \$70.00 OBO. Eve. (213) 893-8995. (46)

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Russ Darnell MX Schools

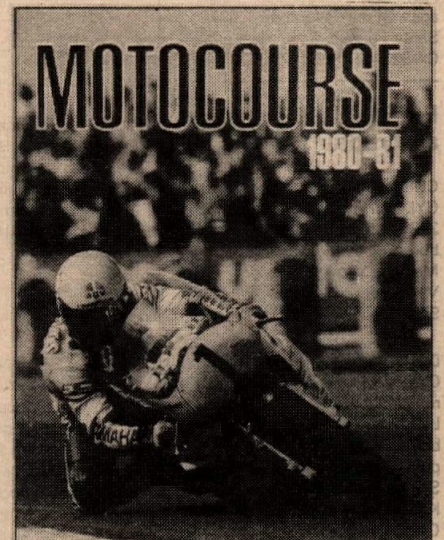
Dec. 6 & 7, Amarillo, TX. Dec. 22 & 23, Indian Dunes. Also, Dec. 22 & 23, Saddleback. Limited entry, Dec. 28 & 29, Dixon, CA. Also Dec. 28 & 29, Sprockets — Bakersfield, CA. \$50.00. Gift certificates available. Call for reservations. (714) 980-3212 or (213) 767-1854. (46/50)

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'76 HONDA XL350 with Bill Bell 420 kit, fast, dependable, excellent condition. Must see to appreciate, \$525.00. Call (714) 784-0846. (46)

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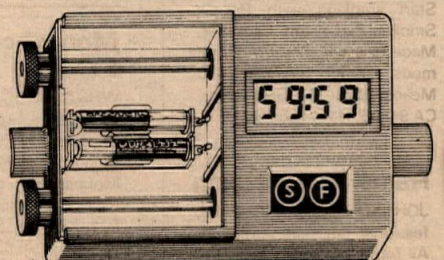
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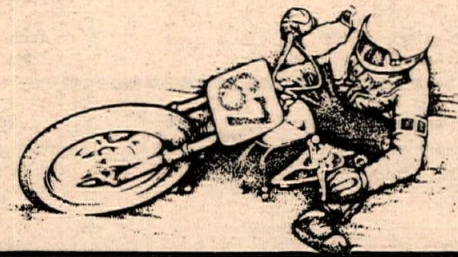
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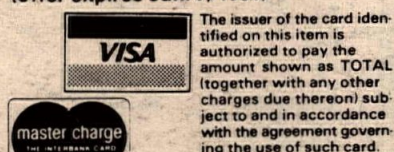
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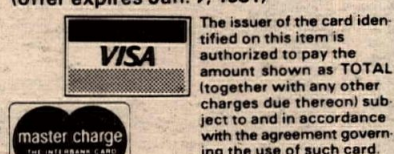
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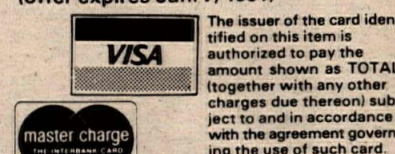
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